Telearant. Monghong

(ESTABLISHED 1881.) \$36 PER ANNUM. SINGLE COPY, 10 CENTS. 就八十月八英쒐香 三拜禮 WEDNESDAY, AUGUST 18, 1909. 脱三初月七年元統宜 NEW SERIES No. 7058 Shipping—Steamers Mails. Banks Banks. ORIENTAL PENINSULAR AND JOKOHAMA SPECIE BANK, LI ONGKONG AND SHANGHA LIMITED. BANKING CORPORATION. STEAM NAVIGATION COMPANY. RESERVE FUNDS 15,500,000 l'AID-UP OAPITAL... RESERVE FUNDS -RIVER STEAMERS. Head Office:-YOKOHAMA. Storling . . £1,500,000 Bt 1/-==\$15,000,000 WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES, named :-Branches and Agencies. OHRFOO. RESERVE LIABILITY OF PROPTORS. \$15,000,000 TOKIO. TIENTSIN. REMARKS STEAMERS TO SAIL ON. K JBE. PRKIN. TOINE SERVICE OF OSAKA. COURT OF DIRECTORS: NEWCHWANG. ? Freight and NAGASAKI. THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND Hon, Mr. W. J. Grasson-Ohalrman. DALNY. SHANGHAI " Capt. H. Powell Passage. LONDON. . PORT ARTHUR. H. B. Tomkins, Esq. - Dapniy Chairman, THE CHINA NAVIGATION COMPANY, LTD. LYONS. . ANTUNG. NEW YORK. 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MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MEL-BOURNE.....J

and YOKOHAMA

PRINZ WALDEMAR" | About FRIDAY,

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GENERAL AGENTS, HONGKONG"& OHINA.

26th August.

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Hongkong, 16th August, 1909.

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HIRE.

REPAIR

IS OUR

Vosuce Road, Central,

Hongkong.

A DOG PEAST.

SAVAGE EXHIBITION IN AMERICA.

Seattle, July 11. In solemn conclave assembled and solely in the interests of more extended scientific research in the fascinating domain of athnology, the male contingent of the Igorrate village at 'he exposition is to eat dog at the fair during the coming week for the particular enlightenment of Professor A. C. Had don, of the chair of ethnology of Can bridge University, Englands great seat of learning, who is this summer delivering course of lectures at the University of Wash-

Palatable as dog meat may be when properly served-and no doubt it is quite as attractive to the Igorrote as are pork chops to more enlightened races-that is not the reason why it is to become the piece de resistance at the approaching barbecue. The steaks of the luckless canine who has been elected for the honour will be the centre about which will revolve the most sacred religious rite of the Igorrote tribe. In the wild mountain fastnesses of Luzon, where the head hunters are most; at home, dog ment is eaten only to cure disease when all other remedies have failed, or to propitiate the god of war when some head hunting expedition is afoot.

A profound student of the origin of races, Professor Haddon's travels in strange lands have thoroughly familiarised him with the traditions and customs of many queer people-His frequent visits to the exposition village since arriving from England a fortnight ago, represent his first close contact with that splendid specimen of the aborigine, the Igorrote.

Through the interpreters he has held many interesting conversations with the branced warriors and in that way learned something of the significance attaching to the dog feast. But seeing is believing and when he mildly expressed a desire to witness the spectacle, the head man of the band readily agreed to allow his men to go through the ceremonial if the white men could arrange the necessary preliminaries. Arrangements, including the dog, were speedily perfected, and so it is that the eminent man of science and twelve students who are following his lectures with observing i terests are to "sit in" at probably the first canine feed to be held in Seattle.

"I really see nothing objectionable about such a ceremonial," said Professor Haddon. when interviewed yesterday at his residence. "Other people, civilised nations if you please, have their religious feast, days. Why not the Igorrotes? And is a dog's life any more sacred than a cow's or a pig's or a chicken's, all of which most of us cht with great relish ! I think not. In some European countries where beifsteak is a luxury there is great don and for horse flesh. Some of us proudly boast of having eaten bear steaks. Why not let the Igorrate have his roast dog, if he likes it? But I am not preparing a brief on the dog as a foodstuff

"In such ceremonials as the one we are about to witness, the natives will not partake of the meat primarily because they like it They do it in the firm belief that by so doing the dog's spirit also becomes part and percel of their own spirits, and that when they go into battle they will fight with all of a dog's courage and ferocity. Some savages eat wild cats for the same reason. Spectacles like this, if correctly reported, are valuable contributions to science—the more so for the reason that the wild tribes (f-ihe Philippines, like your own American Indians, will not long survive the onslaughts of civilisation. To preserve for posterity a correct understanding of these strange peoples they must be studied first hand before they have begun to cast off their. immemorial customs and traditions.

- "This rite, savage though it may seem to us, Station, and repeated at the Harbour Office :means just as much to these people as the invocations to a Supreme Being have meant to Christian aimies about to eagage in battle. For that reason I am personally interested in witnessing this strange speciacle so that I may hereafter bear direct testimony to the true significance attaching to the dog feast.

"These interesting people sincerely believe, also, that the dog feast ceremonial is a sure cure for otherwise fatal disease from which any of their fellow tribesmen may be suffering, ... is, in other words, an Igorrote form of faith cure. The victim of the disease is convinced in his own mind when this rite is resorted to that he will recover. And just as our Christian Science or faith cure subjects are often living testimonials to seemingly miraculous cures; I learn from conversing with these Igorrotes that cures without number have often been thus effected. The conviction that the flesh of the dog when eaten by their fellows is endowed with certain supernatural remedial powers, gives them as one might say the mental uplift and the needed nervous stimulant to pull them through an illness that would otherwise be fatal.

"Any kind of a dog will answer the purpose. Breed doesn't matter so much. But with these two perquisites he must be endowed or the mere cating of his flosh will utterly fail of its purpose. He must, to begin with, be a black dog. Secondly he must be a short-haired dog. His pedigree is unimportant. It may be as from here to London or the subject may be just a plain cur. His ancestry makes no difference so long as be is a brunette and close

Professor Haddon was greatly interested in knowing, also, as a further contribution to the purely scientific phase of the prospective feast that Igorrote women were not allowed, in any circumstances, to est dog because of the belief of their lords and masters that the members of the gentle sex might also become ferocious. The distinguishing characteristic of Igorrote women is their mild temper and the men believe in letting well enough alone, Another all important feature attendant upon the ceremonial is that the dog must be eaten early in the morning, in the dark of the moon.

"There is really nothing about the killing of the dog to slarm the Humane; Society," added. Professor Haddon. "The cutting of the dog's jugular voin will mean as painless and instantby the thousands of cattle, pigs and sheep slaughtered in this country to furnish food for the people of this civilised pation."

WHATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKUNG OBSERVATORY.

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that, bad, weather is expected boro:-

A CONE point upwards

Indicates a Typhoon to the North of the

A COME point upwards and UhUM

indicates a Typhoon to the North-Rast of the Culony.

. A DRUM Indicates a Typhoon to the East of the

Colony.

indicates a Typhoon

to the South-Rast

to the Bouth of the

A CONE point downwards and DRUM below

A CONE

point down-

wards

of the Colony. indicatesa Typhoon

6. A CONE point downwards and BALL below

A BALL

A COME

and BALL

balow

Indicates a Typhopa to the South-West of the Colony.

indicates a Typhoon

to the West, of the

indicates a Typhoon to the Morth-Wes point upwards of the Colony,"

Colony.

Red Signals Indicate that the contro is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony,

The above signals will, as heretofore, b hoisted only when typhoons exist in such positions or are moving in such directions that: information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal .: Mast, and the Plagstaff on the promises of the :-Hongkong and Kowloon Wharf and Godown Company at Kowloop.

URGENT SIGNAL In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police

THREE EXPLO'I/E BOMBS, AT INTERVALS

OF TEN SECONDS. A Black Gross will be hoisted it the sam time, superior to the other shapes.

. HIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Jamar.

I. Three Lights Vertical, Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II.. Three Lights Ver al, Green Red Green, indicates that a typhoon is believed to be situated less than 100 miles from the Colony. III. Three Lights e tical, Red Green Red,

indicates that the wind may be expected to increase to full typhoon force at any moment. No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the

information conveyed by this signal being firm published by night. These Night Signals will be substituted the the Day Signals at sunset, and will, when

necessary, be altered during the night.

SUPPLEMENTARY WARNINGS. For the benefit of Native Oraft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hole od in the Harbour.

Gap Rock. Waglan, Stanley, Cape Collinson,

Aberdeen, San Ki Wan. Sal Kung. Sha Tau Kob. Tal Po.

This will indicate that there is a depression somewhere in the China See, and that a Stores Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light.

F. G. F100,

the I water

Powells

Furnishing Department

ALEXANDRA BUILDINGS

(FIRST FLOOR)

are making a special show of household and office furniture.

HIGH

grade examples, of which may now be seen in our showrooms.

Completely finished and artistic bedroom saites, with teak wood bedsteads "on suite," Dainty Writing Tables in attractive designs, Curio and Silver Tab'es, lined with silk and push, and a host of other articles

CLASS

rarely seen previously in Hongkong.

We are steadily and consistently. improving-the-tone and general finish of Colonial made furniture.

We are paying very special attention to the modern methods in Office Fittings, and have several examples of our work ready for inspection.

The Card-index system cabinet is a very special feature with us, and general office

FURNITURE

such as, Roll-Top Disks, Typewriter Desks, may always be seen and the advantages of our makes, explained, by a visit to our showrooms.

OUR ILLUSTRATIONS OUR TIME

OUR:

EXPERTS

ADVICE AT YOUR DISPOSAL.

ALEXANDRA BUILDINGS,

28, Queen's Road.

Opposite the Clock Tower,

Mingkang, stih August, 1999

Intimation

FOR REVENUE TENDERS FARMS.

ENDERS are invited for the lesse Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out bereunder. REVENUE FARMS IN THE STATE

OF NORTH BORNEO.

t. In making arrangements for the leasing of the Farms for the next Farm period of 1910 1911 and 1912; the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule 'A appended) in any person, by public or private sale as may be

thought fit. Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sanda-kan, up to 12 o'clock noon, on the 1st day of Cotober, 1903, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the

All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government asstrictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed inf on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected. '

The Farms, above referred to, are :-BRITISH KORTH BORNEO. - Opium, Spirit, -Gambling, and Pawn-broking, as fol-

- (a) in one concession for the whole State. (b) in one concession for any of the following Districts of the State, the limits named including the laterier territory watered by the rivers within the limits given respectively :-(i) SANDAKAN DISTRICT-the .Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the

(ii) KUDAT DISTRICT-the Territory bounded on the one side by the true left watershed of the Pastan River add on the other by the tine right watershed of the Lindarah River. (iii) WEST COAST DISTRICT-the Territory

bounded on the one side by the true right watershed of the Paudasan River and on the other by the northern boundary of Province

(iv) East Coast District - the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on'. the other by the Quick-Boundary on the Southat Broershoek point.

between Batu-Batu and the Lawas northern

4. The attention of those desirous of tendering is drawn to the following terms:-(a) The tenderer must state in his tonder the annual sum offered for the Farm rent for the three years 191 , 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the umount Rent to be allosted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements! it may deem advisable as regards the letting of

the Farms. .(c) Each , tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences, and occupations of the persons tendering, and similar partner that the tenderer wishes to propose, (d) The successful tenderer will be called

upon to enter into a contract under the provisions of the Proclamations named in Schedule

(e) Copies of the Forms of Contracts for the Faims may be seen on application at the Offices of the said Secretary, at Sandakan, or of Mesers. Guthrie & Co., at Sipgapore, or of Messrs, Gibb, Livingsten & Co., at Hongkring. (1) The successful tenderer will be required to deposit with the Finance. Commissioner, Sandakan, security to the value of three

months' Farm tent by means of a deposit of money to the amount of one months! Farm rent, and of title deeds to the amount of two months' Farm rent. - (g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910,

1011 and 1912 are those specified below :-Per tahil\$ 2.40 , chi co.30 . 5 hun packet 00.15 00.12 do.oca

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (o).

The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chaodu and Spirits. (f) During the continuance of the Ferm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Oplum or Chandn prepared by them, and to any vessel containing Spirits for sale.

(1) As soon as the new Farmers have been appointed by the Governor, they will be required to aubmit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers' will be required to execute a mortgage of the property to the Government as provided for by law.

(4) The Farmer for the West Coast may be required to rent certain Farm buildings at Tesseltop. (1) The following Proclamations govern the

conduct of the Farms in B. N. Bornen viz :-SCHEOULE A. A. A.

The Oplum Proclamation No. 16 of 1901 as amended by No. 7 of 1904: The Liquors Proclamation No. 17 of root. The Pawabrokers Pr-clamation. No. 14, of 1902 as amended by No, I of 1903, and Mo. 8 of 1906. The Gambling Proclamation Ne.

Public Companies.

HONGKONG AND, SHANGHAI BANK-ING CORPORATION.

NOTICE is hereby given that the ORDIN-ARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City. Hall, Hongkong, on SATURDAY, the sist day of August, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1909.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY the 9th August, to SATURDAY, the 21st August, 1900, (both days, inclusive). during which period no transfer of Shares can be registered.

By Order of the Court of Directors, J. R. M. SMITH,

Chief Manager. Hongkang, 31st July, 1909

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARL MEETING of SHAREHOLDERS will be held in the offices of the Company, Queen's Buildings, Connaught Road, on MONDAY, 23rd August, 1909, at 12 o'clock Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1909.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 23rd August, both days inclusive.

By Order of the Board of Directors, GEO. A. CALDWELL, Acting Secretary,

Hongkong, 27th July, 1909. HONGKONG ICE COMPANY, LIMITED.

NUTICE.

I N accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ended 30th June, 1907, of TWO DOLLARS per Share.

DIVIDEND WARRANTS may be obtained |on application at the Office of the Company on and after WEDNESDAY, 25th instant. -. ** The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to the

24th instant, both days inclusive. jardine, matheson & Co., Ltd.,

General Managers: Hongkong, 13th August, 1909.

Intimations.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co." Per Bot.

XXX Very Old Fine\$2.50 V.O.C.B. Guaranted 20 Years Old 5.50

QUINQUINA? QUINQUINA?

DUBONNET-

FRENCH STORE, Sole Agent. Henrikong, 30th April, 1909.

FURNITURE WAREHOUSE.

KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghal, has re-opened their -FURNITURE STORE

No. 10, DES VOEUX ROAD CENTRAL. The only Shop in Hongkong with this name.

(XTHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs, A. S. Watson & Do., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Mossrs, A. S. Watson & Co., Ltd., write as follows:--- .

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexs to our Dispunsary and gave us overy satis-

(Sd.) A. S. WATSON & CO. 15th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate. AN INSPECTION INVITED. Ponykong, fith August, roof

D. NOMA, PROFESSIONAL TATTOOER

THE EXPERT REMOVER OF TATTOO MARKS. No. 60, QUEEN'S ROAD, UNITRAL.

DATRONISED by Prince of Wales, then H, R, H, The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimoniais from all sources.

My 14 years' experience in tattooing is guarantee of good work and prompt execution. My colours are absolutely last and periocity harmless, and produce a charming effect not estained by any other, as their competition is only known to ura. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution. against possible dangers, I use fresh materials.

The copying of Portraits with distinct, minutaness a speciality, Hearkong, 1st September, 160%

SHIPPING SUBSIDIES IN JAPAN.

Japan has been spending a large amount of money for the last ten years on the encouragement of her shipping trade, and it is interesting to inquire into the result obtained by this system of liberal subsidies. As is well known, the principal mutes on which a large subsidy is paid are the European, the Hongkong-Seattle, the Hongkong-San Francisco, and the Australian lines. Since 1900 Japan has been giving, an annual subsidy, of "Y2,673,000 to the first-named line, which employed 12 steamers of 6,000 tons each; Y654,000 to the Hongkong-Seattle line, on which three ships of a similar tonnego used; and Ytars,opo to the Hongkong-San Francisco line, with three steamers.; Not all the necessary materials for atriving at the actual. results of the business on these lines are obtainable, remarks the Tokyo Keiral (Oriental Roomomist), "but from official returns available an insight may be had into the working of these subsidised routes. The total amount of cargo and the number of passengers carried since the inauguration of the subsidies are shown helow ...

ABOMD, DCIOM !	14,
EUROPEAN LIN	VE.
Carr	Passenger
1899-1900154,1	130 tons 3,788
1901-1901429,1	
1901-190240',8	
1902-7903415,1	648,381
1903-1904211,8	102 , 3,744
1904-1905	•
1905-1906	
. 1906-1907425,5	02 , 9,481
HONGKONG-SEATTL	R LINE.
	The real trad

		HON	iĠKon	0-8E	ATTLE I	INE.	- 1
6 of 60		•		8740	Cargo.	F	ribenites.
- 1	901-1	902:,,	*****		80,4 X	tons	3,380
1	902-1	90 3 .	ant in a		194,852	1.95	8,679
1	903·1	964		. 45- es:	94,593	11	4,288
					98,963		
					122,456		
1	906-1	907	*****		182,515	μ^{-3}	10,577
	HO	Nak	ONG-B	AN F	RANCISC	O LIN	E, ·
٠	• •	17		\ <u>`</u>	Cargo.	1	Amengers.

		Cargo.	Pa	irpzäece.
_	1899-1900	87,819	tons I	5,136
	1900-1901	95,038	n. I	1,569
	1901-1902	gr,486	, 1	5,464
1	1902-1903	1 1		2,584
:	1903-1904		0.4	1,661
	1904-1905			1,558
	1905-1906	_	n. I	3,539
	19:6-1907	75,333		1,220
Á	part from the fire			a liùes

were inaugurated, and from 1903 to 1905, when the trade was affected by the war and its after math, the trade on these lines was carried on smoothly during the remaining four years. None of these lines, however, shows any marked increase in the amount of cargo carried at the end of the period dealt with over that carried at the time the services were started, and although some increase is policeable in the number of passengers it is comparatively insigni. ficant. It would be interesting to know whether the ships on the European and Hongkong-Seattle lines are carrying full cargo on each voyage, and, if so, what necessity there is for subsidising these lines by the annual expenditure of a large amount of money. The following tables showing the tonnage of the principal cargo imported into and exported from Japan through these lines and that which is distributed abroad will give a clearer insight into the

EUROPEAN LINE.

1901-1902 16,373 63,168 64:8

situation :-

1899-1900 81,341

1900-1901 124,770

Import to and Export Distributed Percentage from Japan. abroad. Japan cargo.

50,321

57,711

1902-1903 127,339	55, 11	65.9
1903-1904 16,442	10,310	61.5
1904-1905		
1905-1906 68,817	32,243	68.0
1906-1907 130,016	71,389	69.0
HONGKONG-BEAT	TLE L'HE,	1
TOMS.	TONS	1.00
1901-1901 39,410	B,951	.81.4
1902-1903 52,836	17,297	76.4
1903-1904 35,365	6,392	.84,6
1904-1905 34,478.	2,033	94.4
1905-1906 38,326	20,259	78.8
1905-1907 48,449	22,230	70.9
HONGKONG-BRAT	TLE LINE	3
Tons.	Tons	
1901-1902 39,410	8,951	81.4
1902-1903 54,836	17,397	75.4
1903-1904 35,365	(,391	84.5
1904-1905 34,478	7,031	94-4
1905-1906 38,326	10,259	78.8

1906-1907 48,449 21,136 HONGKONG-BAW FRANCISCO LINE.

•		Tons.	Tons	** ø,
. 1899-1900		18,068	35,000	34.0
1900-1901	** *****	20,401	19,073	34-3
-1901-1902			33,825	34,6
1902-190			32,641	41.3
1903-190		_	85	98.6
1904-190			1.630	66.8
1905-190		-	20,729	16.3
1906-190			18,799	50,0
	•			-1-1-1-

As shown above, as regards the principal cargo Japan's share in the Rusopean line is 60 to 70 per cent; 70 to 80 per cent. on the Hongkong-Seattle line; and 30 to 50 per cent. on the Hongkong-San Francisco, line. But when a comparison is made with the total amount of cargo handled by these lines, Japan's share dwindles into something like a third, as will be seen from the following !-

RUROPEAN LINE.

Total Cargo, Japan's Share 1899-1900 :..... 154,130 tons 81,341 tons 1908-1901...... 419,124 m 124,770 pi 1901-1902...... 401,891 ... 110,373. M 2901-1903 415,164 .. 127,339 ... 1903-1904... ... 211,803 m 12,442 1904-190 Janitten 1905-1906 81,103 m 1990-1907....... 423,302 m 120,010 m

1922-1903...... 194,852 , 52,836 ,, 1903-1904----- 94.593 , 35,365 ,, THE RESULT OF PROTECTION. 1904-1905 98,963 , 34,478 ,, 1905-1906....... 122,456 , 38,326 , 1936 :907 182,525 1 48 499 1 HONGKONG-BAN FRANCISCO LINE. 1899-1930... f., 87,819 tons 18,068 tons 1900-1901...... 95,038 11 20,401 11 1931-1902..... 91,486 ... 19,500 11 1902-1903...... 90,579 1, 23,034 4, 1903-1904..... 14,690 5,020 ,, 1501-1905... 9,574 1905-19:6 60,003 11 11,863 1906-1907------ 75,333 , 18,758 ,, Our contemporary omits to indicate the dividing line between "principal" and general cargo and in both instances gives the whole of the figures for Japan's cargo. But the fact remains that the bulk of the cargo carried neither leaves nor enters Japan, so that foreign countries gain most of the advantages accruing from the subsidy. - Japan Chronicle.

Intimations.

HONGKONG-SEATTLE LINE,

1901-1902 80,411 tons 39,410 tons

IN THE MATTER OF THE GOODS OF A. S. LATTA, Deceased.

LL Claims against the Estate of the late A. S. LATTA, Chief Engineer, S.S. Kutsang," who died, at Sen on the and August should be sent to the undersigned before the 11th day of September, 1909.

C. W. BECKWITH, Lieutenant, R.N., Harbour Master. Bongkong, 12th August, 1909

TRAMWAYS COMPANY

TIME TABLE WERE DAYS! 7.30 a.m. to 10.00 1.m. ... Every to minutes. (000 a.m. to 11,00 a.m. ... Every 15 minutes 11.) a.m. to 12.45 p.m. ... Every 13 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1,15 p.m. to 1.45 p.m. ... Every 15 minutes 1.45 p.m. to 2.15 p.m. ... Every to minutes, 2.15 pp. to 3.00 p.m. ... Hvery 15 minutes. 2.30 p.m. to 5.00 p.m. Kvory 15 minutes.

5.00 p.m. to 8.00 p.m. ... Bvery to minuter, NIGHT CARE 6.45 p.m: and 9 p.m., 9.45 p.m. to 11.15 p.m every half hour.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to > 9.30 a.m. ... Every 30 minutes. 9:30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.10 a.m. to 11.00 a.m. ... Every 10 minutes. 11.45 a.m. to 12,00 nbon ... Every 15 minutes. 12.00 Noon to 1.00 p.m. ... Hvery to minutes. 1,00 p.m. to 5,00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every to minutes. 6.00 p.m. to 7.00 p.m. ... Kvery 15 minutes 7.00 p.m. to -5.00 p.m. ... Rvery to minute".

NIGHT CARS ar on Week Days. BATURDAYS. Extra-cars at grid p.m., 17:30 p.m. and

11.45 p.m. BPHCIAL CARS by Arrangement at th Company's Office, ALEXANDRA BUILDINGS. Des Voens Road Central.

General Managers. Bonokoao tet April, 1000 YUEN HING,

JOHN D. HUMPHREYS & SON.

No. 4, D'AQUILAR STREET. LACTORY SWATOW KIA LAK MANUFACTURE-WHOLESALE & RETAIL

DEALERS in all kinds of hand-made. DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, PEWTER

WARE, &c., all of the best quality. Hongkon'g, 5th August, 1909.

& 8, D'AGUILAR STREET

NOVELTIES OF THE SEASON

Trimmed and Untrimmed HATS, RIBBONS, FLOWERS,

LACE SCARFS, MOTOR VEILS

FEATHERS, &c., &c.

MOUSQUETEIRE GLOVES

VARIOUS COLORS.

WHITE, BLACK & COLORS. WOOLEN, DELAINES, NUNSVEIL

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples or application: Pert orders carefully executed: Hone' and, talk Santamber, 1007.

AN APPRAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAIME ROAD, begs most respectfully to APPFAL to the Residents of Hongkorg and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders fo all blads of NYRDLE WORK.

Gentlemen's Shire made to order, and Oufand Collars sevawed on old ones. Ladies and Uhildren's Under-clothing, Chil. dram's Drasses, and all kinds of Embroidery Materials can be supplied, if required. The Superioress will also be most grateful for may PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools

who are taught by the Rivers,

"ingh of tend appl "mit

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SPEZIA. Captain Girstenbrau, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the basardous and/or extrahazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-

All Claims must be presented within ten days of the steamer's arrival here after which

date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown's, and all Goods wemaining undelivered after the 20th inst., will be sublect to rent.

All broken, chafed, and damaged Goods must be loft in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever. HAMBURG, AMERIKA LINIE,

Hongkong Office.

Hongkong, 13th August, 1007.

BANK LINE, LIMITED. NOTICE TO CONSIGNEES

STEAMSHIP "AYMERIC." FROM TACOMA, SEATTLE, YOKOHAMA,

KOBE, MOJI and MANILA. THE above Steamer having arrived. Con-Lisignees of Cargo are hereby requested to: send in their Bills of Lading for countersigns? ture and to take immediate delivery of their

Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees! risk and expense,

No Fire Insurance will be effected by us in

any case whatever. DODWELL'& CO., LIMITED,

Hongkong, 13th August, 1909 NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM ANTWERP, LONDON, MALTA PORT SAID, SUEZ AND STRAITS. Consigness of Cargo by the above-named

vessel are hereby luformed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as

the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd instant, at 4 P.M.; will be subject to reat. " No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the

Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival lere after which

date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns. E. A. HEWETT, Honokong 16th August, 1000

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship "GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods

will be delivered from alongside, Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong, and Kowloon Wharf and Go-

down Co., Limited. No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED,

Hongkong, 16th August, 1909.

DRAPERY

7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN and CHINESE USEFUL ARTICLES

FANOY CLOTHING. and TOYS

AT VERY NORMAL RATES

READY FOR SALE. The Latest Style Goods for Present Season Gentlemen's and Children's .-

HATS, BONNETS (Hat Flowers), RIB-BONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, BHIRT INGS, ALPACCAS, HOSIERY, ENGLISH and AMERICAN, FOOT. WKARS, &c., &c.

Prices and Samples on application. Best attention to all Coast Port Orders.

Signakong, 16th April, 1909.

Shanghai,

Untimation.



A. S. WATSON & CO. LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER MANUFACTURERS

SPECIALITIES:

DRY GINGER ALE. CHAM-FRUIT LIME PAGNE.

ORANGE CHAMPAGNE: STONE GINGER BEER.

PALATABLE

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water make excellent refreshing beverages

Guaranteed to be made from the pure juice of sound ripe fruit.

A. S. WATSON & CO.

LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

NOTICK.

All communications intended for publication "The HONGKONG TELEGRAPH" should, addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS:, nor to return any Contribution,

SUBSCRIPTION RATES (IN ADVANCE)

DAILY-\$86 per annum. WEEKLY-\$18 per annum.

The rates per-quarter and per mensem, proportional Subscriptions for any, period less than one month

will be charged as for a full month. The daily issue is delivered free when the address is accessible to messenger Peak subscribers can have their copies delivered at their residences, without any, extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The pretage on the weekly made to any part of the

world in 30 cents per quarter. Bingle Copies, Daily, ten cents. Weekly, awenty: East. L & C. Express. . . five cents (for cash only).

MARRIAGE. July 15, at West Hampstead, P. W. Sergeant,

to Minnie Boundford.

(he Dungkong Celegraph

HONGKONG, WEDNESDAY, AUGUST 18, 1909

THE CHINESE NAVY

In the opinion of the Fall Mall Guzette, China's navy will not seriously, affect the two-Power standard just at present. It is true that, according to the Peking correspondent of the Timis, there are enthusiasts who want Chinese . Dreadnoughts and don't want to wait, but, in the absence of officers to man them, money to keep them-up, and bases to shelter them, there are obvious difficulties about such a programme. It may very well come some day, however, and the foundations of a serious Chinese navy are to be laid now. 'At once, besides the establishment of efficient naval schools, and general -reorganization, there are to be two important steps-a genuine stock-taking of the exist-· ing ships and centralisation of naval control. Four cruisers, sixteen torpedo-boats, and sundry other vessels are to be counted as in being pending an examination, which is to show how many of them are worth anything. That illustrates rather forcibly the pleasing state of things that has prevailed, but it is a sound beginning to look facts in the face, Meanwhile, a Naval and Military Advisory Board has been created, as a preliminary to a central Admiralty to supersede the impracticably decentralised Canton, Nanking, I moned as jurymen are requested to attend.

Foochow, and Tientsin naval sections. Concluding its remarks, our London contemporary observes:-- "If we had teparate Admiralties for England, Wales, Scotland, and Ireland, it would be an obvious idvance to combine them under one Board. That is what China is about to do, and until this is done Dreudnoughts must wait."

LOCAL AND GENERAL.

THE English mail of the toth July was deli vered in London on the 9th inst.

H.M.S. Waterwitch is engaged in surveying Singapore harbour and neighbouring waters.

THE 1st Battalion of the Buffs (East Kent: Regiment) at Aldershot has been ordered to prepare a strong reinforcement for the and Battalion at Hongkong, to embark at the beginning of October.

THE Admiralty annotince the following appointments:- Lieutenants-C. H. Fforde to the G'io (N), D. R. Ritchie to the Cadmus (N), Entineer-Commander -C. F. B. Pendleton to the Flore, on recommissioning undated.

MR. Frederic Henry Ballour, of Palazzina Castelli, Via San Francisco Poverina, Florence Italy, and late of Shanghai, formerly editor o the North China Herald, who died on May It aged 63, left estate in the United Kingdom valued at [16,164

DON Jaime, the son of the late Don Carlos of Spaln, served in the Russo-Japanese war, before which he had been, at his own request, thre ugh the Boxer campaign, and had done so much for the French troops that he was proposed by the French military authorities for the Legion of

A CHINESE policeman; who was, until yester: day stationed at Tsim-tsa-tsui Police Station, and who was charged in the Police Court with theft, was convicted to-day. The defendant stole the winter uniform of a comrade and pawned it. He was sentenced to fourteen days' hard labour.

AT the Magistracy, to-day, three men were accused of obtaining the sum of \$1,000 from another man by means of false pretences. A no evidence was heard particulars could not be obtained. The defendants pleaded not guilty to the charge, and were remanded. They were allowed bail in the sum of \$5,000 each.

WE regret to announce the death of Mr. Emile Levita, for 37 years on the board of the Chartered Bank of India, Australia, and China. Mr. Levita was gifted with an exceptionally pleasant and kindly personality, and made a wide circle of friends. He was 82 years of age, and had never a day's illness until he had slight stroke a few weeks ago.

81x more men were charged in the Police Court, this morning, at the instance of lospector Collett, of Shau-ki-wan Police Station, with trespassing in the Sai-wan-ho market, to wit, sleeping on unoccupied stalls. As we stated in our last issue the magistrate (Mr. A. Hazeland) considered this a serious offence and fined the offender's Sig each, the alternative being a month's gaol apiece.

THE Admiralty appounce the appointment of:-Captain J. Nicholas, to the Flora, additional, to date July 27, and on recommissioning, additional, undated. Lieutenants,-C: H. Woodward, to the Nightingale M. H. Wilding, to the Woodenck, G. F. A. Mulock, to the Wandlark. Engineer Commander. - F. W. Highton, to the Tamar, additional, as chief engineer, Hongkong Yard, to date July 8.

THE statement has been made by friends of Sir Robert Hart that there is not the slightest probability of this distinguished public servant | day or so. As we have already said the Hot returning to China, even after the termination of his extended leave of absence. His Robert has placed himself-unreservedly in the hands of his medical advisers, and as they remain obdurate he has decided to abide by their decision and relinquish his great work in the

THE seventy-seventh annual meeting of the British Medical Association was to be held at Belfast from July 23 to July 30. Wherever the British flig flies, the association has a branch, one of the secretaries stated. Members were expected from New Zealand, the Cape, Canada, India, and probably from Hongkong, where there is a very figurishing branch. The mos important matter to be discussed will be th manner in which the increased medical treat ment of school children, which is sure to follow the recent demand for more medical inspection, will affect the profession.

SUPPOSED ROBBER ON TRIAL.

A man named Leung Taun, giving his ad dress us 17, Centre Street, has been mested connection with a robbery which was commita few days, ago at 149, Hollywood Road. In this case the suspect was alleged to have enter ed the cubicle occupied by a woman and, after blinding her with black pepper, removed from her hair four gold organients, valued at \$55. As he was leaving the house the slarm was raised, and she was apprehended. He was charged in the Police Court, this afternoon, and the case was further adjourned.

CRIMINAL SESSIONS

ADJOURNED UNTIL TO-MORROW.

This is only a single case on the calendar for this month's Criminal Sessions, and that is one of murder, for which a man named Wong Yuk Sheung is being charged. It is usual for the sessions to be held on the 18th of every month, juntil the owner arrived in the Colony to turn but owing to the fact that the judges are engaged over to him. in the well-known ice case the sessions could not be held to day. At half-past ten o'clock this day | have reported the matter to a Sanitary Inspecthe Chief Instice (Sir Francis Piggott) formally | tor, who would have had the stuff destroyed. opened and adjourned the sessions until tomorrow, when those gentlemen who are sum- that a technical offence, had been committed

The Portuguese Boycott.

SELF-GOVERNMENT SOCIETY'S RE SOLUTION MISINTERPRETED.

WISER COUNSELS PREVAILED.

The resolutions adopted at the meeting of the Self-Government Society at Canton, on Friday week last, appear to have undergone some modification in the course of their transmission by the respective newspaper correspondents in the Southern city. As readers might have noticed an important difference appeared in the versious as printed in the British press in Hongkong. Whereas one report credits the Society with an attemp at boycotting the Portuguese, others again state that foreign firms employing Portuguese as

assistants or clerks would be boycotted. The inquiries, which we have pursued, lead as to believe that the latter of the two versions is not strictly in accordance with the fact. W are informed that the more rabid members of the Society contemplated embadying in the series of resolutions at the meeting in question one to place firm, employing Portuguese subjects under the ban. Thanks, however, to the wir dom of better counsels prevailing among the it was effectively urged that a sweeping resolution like that suggested would be too far-reach ing and consequently operate like a boomerang adopted the less drastic of the two resolutions.

the Chinese are quite prepared to consider the unfortunate Falshan incident on its own merits and have no inherent widespread diswhom high placed individual members of both. Officer that the Second Mate was drunk. still maintain, as they have done in the past, the | 5 a.m. next morning, witness went down int good feelings ever becoming estranged so long as both parties wisely, as they do now, abstain province of their competence to discuss, there thorities to conduct such negotiations, on wellestablished principles, to the mutual satisfaction of the two countries concerned,

ALLEGED PIRACY.

SEVEN SUSPECIS ARRESTED.

In the Police Court, this morning, seven Chinamen were charged before Mr. J. R. Wood (second police magistrate) with pirating the Sun Fuk liop junk some time in July last.

The suspects were arrested by Detective Inspector Hanson, and were remanded in police custody for a week, when the trial will begin.

The Sun Fuk Hop junk left Hongkong waters on the morning of the 18th July bound for Sui Tung, on the West River. No sooner had she entered the river than she was attacked by pirates, who compelled the craw to lower her sails, and then took off the junk and her carge, which was valued at \$15,000. The original crew were landed on a hear-by island, and the pirates sailed away with the junk as

As already stated seven men have been arrested on the charge of piracy, and pleading not guilty, they were remanded.

S.S. "HOLMING."

EXPECTED TO RESUME RUN IN TWO DAY The West River steamer Hoi Ming (Captain Evans) which was beached on Lin Tin Island. early on Friday morning last, owing to the uncoupling of her tail shaft, will be ready to resume her regular trips to Kongmoon, and back; in a Ming was beached, but not long afterwards, after she had been pumped out, she came to Hongkong and was beached at Mongkok where the repairs were attended to. It was expected that the vessel would continue her usua run to-night, but as certain special alterations

THE ICH CASE,

days before the Hoi Ming gets under way.

PLAINTIFFS' CASE OPENED.

The action brought by the Hongkong Milling Company, Limited, against Messrs. Arnhold, Karberg and Company to recover the sum of Stor, ooo for alleged breach of warranty, was continued to day before the Chief Justice (Sir Francis-Piggott) and the Puisne Judge (Mr. H. J. Gompertz).

Sir Henry Berkeley, KC, and Mr. M. W. Slade, instructed by Mr. John Hastings, o Messrs. Hastings and Hastings, were for the plaintiffs while Mr. Duncan McNeill and Mr C. Alabaster, instructed by Mr. H. W. Looker, of Messrs, Deacon, Looker and Deacon, ap.

peared for the defendants. Mr. Slade opened the case for the plaintiff when the Court opened this morning. He contiqued his address after the tiffin interval, and the case was adjourned.

BAD FISH.

SHUPKEEPER FINED ON TECHNICAL OFFENCE. A Chinaman doing business at 81, Bonham morning, with having in his possession five cases

human consumption. Mr. Otto Kong Sing, who appeared for the defence, informed the Court that the fish was not for sale. His client was selling the stuff on commission, but as he had discovered the fish to be bad he kept the stuff in his house

'Dr. Clark said that the defendant should

The Magistrate (Mr. Wood) was of opinion and imposed a fine of \$5.

TROUBLE ON THE "ASHTABULA." CHIEF OFFICER GIVEN FORTY-TWO DAYS.

In the Marine Court, this morning, before Lieut, C. W. Beckwith, RN, Acting Harbour Master, Captain George Harding, Master of the British s.s. Ashlabula, chartered by the S andard Oil Campany, proceeded against Charles Stancliffs, Second Officer of his ship, for continued wilful disobedience to the lawful commands of

the Master on the .11th and 12th instant at

The master of the Ashtabula stated that his ship was in Yokohama and, on the 20th ult., the Second Officer (defendant) was allowed shore leave. He came to Wright's Hotel at about 11 p.m. hopelessly drunk and fell out of his rickshaw. He was taken in for the night but made himself a nuisance, going into various bed-rooms and using filthy language. He was still drunk next morning and witness ordered him on board his ship at once. He took no notice but stayed in the Bar. Witness went on board his ship at 6 p.m., the next day and found the Second Officer away from his place of duty. the project an accomplished fact, but there is He turned to next morning. Witness then cautioned him but did not log him in, as this was his first offence. On the 11th inst. wit ness went ashore at Shanghai, the ship being alongside the wharf and left the Second Officer in charge of the ship. She was loading ten more influential body of the Society's members, and was working at night. Witness returned to the ship, at about 1, 30 p.m., accompanied by his wife and a lady passenger. He found the Second Officer very drank and using filthy and fail in its effect. The meeting accordingly language. About middight, witness went on deck to see how things were going. He So far, as it can be ascertained locally, found the Second Officer with his head down a sky-light flashing a hand-lamp on ; lady who was sleeping below. As soon as h saw witness, be' cleated forward. Witness like for the Portuguese as a community with | then closed the sky-light and warned the Chiel same cordial relations both commercially and the saloon and found a lady passenger very socially. There is no danger of the subsisting | much frightened, having been constantly annoved during the night by the Second Officer who went into her room twice. He further from dragging into their amicable relationship annoyed her, by flashing an electric torch any extraneous matter which is not within the through the port-hole of her cabin and using fithy language. At 7 a.m. witness sent the being the usual recognized constitutional au- Chief Officer for the defendant. The Chief Officer returned and informed witness that the Second Officer was too urunk to get him awake. Witness then went into his room and got him out. He then logged defendant and suspended him from duty, pending the ship's arrival at Hongkong. As he considered him danger to the safe navigation of the ship, with ness took the precaution of reporting the matter

to the Harbour Master on arrival; The Chief Officer stated that on the 11th inst., the ship being alongside the wharf, he was relieved by the Second Officer at 6 p.m. for night duty. At about II p.m., the master returned with his wife and a lady passenger, during which time, he saw the Second Officer and considered him then fit for duty. He was sent for by the master about 8 a.m. the next morning to bring the Second Officer to him but could, not get the latter up i Witness was in the saloon when the log was read over to the Second. Officer. 'He considered him at the time stupidly drunk and unfit for duty.

A lady passenger who was travelling on Ashtabula at the time of the incident stated that she joined the ship at Shanghai at about it s p.m. on the 11th last, she saw the Second Officer, who was in a drunken state and who used filthy language. At about mideight, witness retired to her cabin. The Second Officer came into her cabin but seeing her awake went into the saloon. Witness put the light out and locked her door. Defendant tried the door, but finding it closed, he went to the sky-light and kept flashing a light into her cabin. Witness was in such a frightened condition throughout the night, that she dressed and sat up, 🗟 -

Defendant denied that our the night of the to-day looms very large in the eye of every 20th ult. he was drunk in Yokohama. He went to Wright's Hotel but did not see the master on that night. He saw him next day at noon and asked him for money to go on board, He was perfectly sober all the time he was ashore. He went on board at about 5 p.m. have to be made it will not be for at least two hour later he was on duty but, as there was nothing to do, he went and lay down. He was never warned by the master. On the 11th inst., he was on duty from 6 pm. and was sober. Lefendant denied all the statements made by the lady passenger and the master as to his being a nuisance and appropring the passengers.

Other evidence was also taken.

Septence of 42 days' imprisonment without hard labour was passed, the Harbour Muster at the same time-characterising the Second Officer's conduct as disgrace'ul.

HONGKONG AND SHANGHAL BANK.

DISAPPOINTMENT IN LONDON.

The London managers of the Hongkong an Shanghai Bank have received a telegram from the head office at Hongkong that, subject audit, the directors intend recommending the payment of a dividend of La per share, free of income tax, for the half-year to June 30, 1909 adding \$750,000 to the silver reserve fund, and carrying forward to the next half-year \$2,000,000. The reserve funds after this ad dition will stand as follows:-Sterling reserve Strand, was charged in the Police Court, this Mod, Li,500,000 at 21, equals \$15,000,000 silver reserve fund, \$15,150,000; total, \$30,250 and two baskets of fish, which was unfit for | ooo. The dividend is at the same rate as a year ago, when \$500,000 was added to silver reserve and \$250,000 written off premises account, and the same sum, as now, carried forward. The proposed distribution and allo cation may, therefore, be said to be the same as last year. The declaration seems to have caused disappointment in several quarter which had looked for a larger distribution. That the dividend was retained at the same rate as last year was looked on unfavourably and the quotation for shares has receded. is not easy for outsiders, to pronounce judg. ment, but the policy of building up strong recounsels, - L. & C. Appress.

HONGKONG UNIVERSITY PUND

In our issue of yesterd www printed a furthe

CHINESE SUPSCRIPT ONS TWO LAKHS.

list of donations collected by the Chinese sub committee for the en lowment and equipment funds of the proposed Hongkong University. That list included a sum of some \$30,000 re ceived from the Chinese residing in Saigon and aggregated over \$210,000. In the course of yesterday the energetic members of th Chinese sub-committee have succeeded canvassing for another \$8,000 from the local native community. Added to some other small individual subscriptions that have been promised, we understand that only about \$5,000 more will be required so as to bring up the local Chinese subscriptions to a round tw lakhs of dollars. 'That was the amount, which was calculated upon as collectable from or Chinese fellow-citizens in Hongkong when the scheme was first launched, so that not only have they fully realized the most sanguine anticipations formed of their co-operation in making every indication that by the end of the year when the subscription lists will be closed the Chinese share of the endowment fund will leave a fai margin in excess of the amount reckoned upon as their quota towards the carrying out of scheme which they stand to benefit by more than any other section of the community.

- SABANG, OF THE SHIPS.

SINGAPORE'S RIVAL IN THE FAR FAST.

Ten years ago the very name of Sabang was unknown. To-day it is as familiar to the mariner as that of its formidable rival for coaling honours, Sipgapore. On the extreme north-east point of the Dutch Sumatra Islands and right in the very gateway of the Far Bast, Sabaog lies tucked soughy away, protected from every wind, in a deep fjord among the tropicalgreen-clad headlands of the Island of Web, and right in the track of every vessel tradipy to the Far East. No wonder Sabang grows in importance every day.

An enterprising Dutch trading company conceived the bold idea, ten years back, establishing.

A COAL DEPOT IN WEH,

to divert to itself some of the extremely profitable coal business of Singapore-and Singapore lies but two days' sail to the southward. A very heavy outlay was called for by the promoters of this speculative scheme, but it was promptly met. Babang itself formed an ideal harbour, entirely sheltered from all weathers. with an easy entrance, a mile or so wide, good anchorage, and a depth of eight to twentyfive fathoms. . Moreover, the climate, very much like that of Colombo, was almost perfect. Fevers were rare, and epidemics unknowo. Andeo Sabang was chosen for the plucky Dutch venture. To-day there are 1,400 feet of coal wharves fronting the bay, with thirty feet of water under them at low tide, and five huge electric "transporters," or coal tips, each capable of coaling a vessel at the rate of eighty tons an hour, with a sixth building; and coal sheds sufficient for storing over 25,000 tons. Only the best Welsh and Bengal coal is supplied, and the company is bound, by contract, to keep its stock up to a minimum of ro, ono tons. There is a floating dry dock, in which vessels of 3,000 tons can be docked: repairing ships, with a seven-ton steam hammer; a dredger, now nearly ready for service; and telegraphic communication with all parts of the world; while the further tempting bait is held out to the shipowner of free entry, anchorage pilot-service, and wharlage. -Sabang, moreover, will coal you if you arrive at night, whereas Singapore will not, and she tops her many inducements to the sailor-man by selling him her coal at a figure considerably below that of her rival: Small wonder that the Sabang of skipper in the Eastern trade, no matter wha

THE SETTLEMENT at present comprises, some fifty whites, Dutch to a man, and a coial, kindly fellows; a Malay population of eight or nine hundred; and a large number of contract-labour coolies. It is and staff : Its roads, as good as any in England, are most tastefully laid out; its club, ice factory, signal station, hospital, hotel, Postoffice, Court house, and pol co system are well up to all requirements; and its private bungalows, nestling among clumps of palm, and pepper trees, are as invitingly cool, comfortable, and picturesque as any I have seen.

The Dutch and other mail steamers have recently raised this little gem of a settlement to the dignity of

A PORT OF CALL, '-

and there is now a weekly mail service east and west. Order among a somewhat mixed lot of inhabitants is controlled by a company of Dutch infantry, and sternly maintained by the company's officers, who are quite preparedto lay on the leather whip or rattan they carry. in their hand at the first sign of disobedience or insubordingtion. The extraordinary enterprise of this Dutch trading company is far from exhausted. The wharf frontage is now being doubled in length, a considerable amount of land now covered by shoal water is to be reclaimed for the purpose of coal depots, a large oil storage plant for vessels using oil fuel is being erected, and attention is being turned, I was told, to the establishment of canning factories for the preserving and shipping of pineapples and other produce of the island,

But there is

CHAGAS OF MISCRAHTONA of more interest to the traveller that coal sheds and camperies, and that is the entrancing beauty of the Island Itself. It is one of the leveliest LI LIN, the cook, formerly of 3, New Street. spots I remember to have seen, and it has been my good fortune to see many. It is but nine miles by five, but however you take it, it stands ont as a gem. The approach to its harbour, Sabang, leads through waterways of locket, the total value being \$137, the property the deepest blue, between walls of jolling of his employer (particulars of which we printgreen follage graceful, as the curves of ed in our last issue) was, in the Police Court, altained would seem to be dictated by prudent an ostrich feather. Here and there a splash to-day, sentenced to three months hard labour the of bloodied dots the billside, where some and four hours' stocks.

strange crimvon-leaved tree has caught a foothold among the luxuriant riot of green. The dense tropical growth runs right dewn into the clear blue of the bay, for there is no foreshore Hill and valley as far as the eye can reach, little islets breaking the sapphire surface of the bay, each a gent in itself, then a sudden turn of the ship's head as she rounds one of those soft green headlands, and the little settlement of Sabang opens out, a fairy town of qualnt native houses and wide-roofed bungalows.

High up on a bluff and almost strangled by palm and tree stands

THE SIGNAL, STATION.

A white road winding up through the cocoanut palms and pepper trees, waves of rolling green beyond merging into the eastern sky above, and the blue water at your feet, and you have your first impression of Sabang. The picture reminds one of Scotland, the famous Lake scenery of Canada, and a Norwegian fjord rolled into one. Look over the side of the ship and you will see, twenty feet down in the ice-clear water, myriads of gorgeous-hued-fish, and probably a shark cruising about with his faithful satellite the pilot fish a few feet in front of his nose. Ashore one wanders through tracks of palm and shrub, with glorious masses of purple, and scarlet, and yellow filling the eye at every turn. A stroll up to the top of the bluff and one finds the welcome sign, "Hotel," and after a long spell at sea the invitation it conveys is one impossible to resist. I lunched in a long cool room with straw blinds to keep out the sua (it was 94 in the shade), and half a deren dusky baretooted Malays in greens and scarlets and blues to wait on me. THE MALAY AT HOME

is a picturesque creature in his many-coloured 'sarong "and his loose jacket, and the quaintness of the picture that Sabang offers is heightened by the huge-hatted Chinamad carrying bright coloured baskets of fruits or cold drinks. slung across his shoulders; by the old-world native carts drawn by humpbacked oxen; and by the little native children in all the colours of the rainbow, rolling about under the shade of a tall palm or making sand-pies (there is no mud in Sabang) in the middle of the road, for all the world like his small Christian brother at home. I had no opportunity of exploring further, but that panorama of glorious colour, those wooded sea-walls, the smiling blue bay, and the setting Eastern sun which, as we felt, was throwing its rays of pink and purple and gold over 'all, will' always be my recollection of Sabang.

Commercially, as the Dutch have proved to us, Great Britain lost

A MOST VALUABLE ASSET

when she ceded Pulo (which means "the island of ") Weh to Holland; its coal and ship-repairing business is already a highly paying concern, and it promises to command the coal trade of the westerly end of the Far Hast, From a residential standpoint, the i land bids fair to become one of the principal resorts in the near future for those whom business or pleasure calls to the entrance gate of the Far East .-Pall Mail Gazelle. .

THE "DEKFELINGER," ASHORE.

ONE HUNDRED PASSENGERS REMAIN

ON BOARD.

Details of the mishap to N. D. L. Derflinger on July 20, are to hand .- One report dated the

21st ult, says :-.The North German Lloyd liner Derflinger, of over 9,000 tons, with 100 passengers and a crew of 150 on board, went aground yesterday afternoon on the Dolphin Single Bank, which is about two miles from the Needles, and about the same distance from Totland Bay. Tugs were at once signalled for, the first to arrive being the Irishman, from Cowes: Shortly after the lifeboat from Tolland Bay put out but Captain Zechariae declined their assistance. At midnight the vessel's position had not changed although the captain was then confident that at high tide the vessel would refloat. The passengers remained on board, realising that there was no darger, A Daily Chronicle representative, wiring last night, stated that the liner was on a journey from Southampton to Yokohama, and her passengers were mostly first class. The wea, admirably administered by a Dutch controller ther was beautifully fine and calm when she went ashore, and there was only a slight breeze from the south-west. The vessel had just slowed down to allow the pilot to leave, and it is suggested that she had not sufficient way on her, and consequently drifted on to the bank. After the help of the lifeboat had - been declined, the tugs Bector and Hercules arrived from Southampton, and stood by ready to assist when the tide served. The actual spot where the vessel was stranded was about two miles from Alum Bay, and three miles from the scene of the Gladiafor disaster. At midnight the vessel could be clearly seen by the large crowd' which had assembled on the cliff at Totland Bay, Her. steam was then fully up. At about 9.30 the Southampton tugs were attached to her by stont cables, and strained to shift her from her position. Although from the shore the ship appeared to move, the tugs were seen to cease their endeavours after a time, and at midnight she was standing perfectly upright. The captain is confident that his ship will come off at high tide. The passengers, as stated. remained on board, and were in no way alarmed after being assured that the vessel

would shortly refloat. The ship remained fast until the afternoon of July 21st, when she was refleated with the assistance of seven tugs. She is apparently tindamaged although she docked at Southampton to be overhauled. The vessel discharged some of her cargo into lighters.

who was arrested yesterday, charged with aiblind stealing a box, containing a silver watch with horning gold chain attached, a piece of Jadestone, a conque jade ear-drop, a \$10, gold piece and a gold "

Telegrams.

HONGKONG TELEGRAPH" SERVICE.

H.E. KAO ERH CHIEN.

RAND COUNCIL'S INSTRUCTIONS

[By courtesy of the " Sheung Po."]

Peking, 17th August.

Upon his appointment to the Waiwupu, H.E. Kao Erh Ch'ien, the Macao Delimitation Commissioner, wired to Peking for an audience with the Prince Regent.

The Grand Council replied to the and directed him to concentrate his energies in the matter of the delimi tation of the boundaries of Macao and to retain a firm attitude in regard thereto.

CHANG CHIH-TUNG.

GRAND COUNCILLOR STILL INDISPOSED.

By courtesy of the "Sheung Po."]

Peking, 17th August.

The Prince Regent has directed Prince Ching to call on Grand Councillor Chang Chih-tung and -inquire after His Excellency's health and also to ascertain when he will be able to resume duties as His Imperial Highness is desirous of consulting him on the questions, of the ... Antung-Mukden Railway and of the Tungkuanshan Mining Concession.

ARMS FACTORY.

PROPOSED ENLARGEMENT.

[By courtery of the" Sheung Po."]

Peking, 17th August. The Ministry of War has asked for an appropriation of eight million taels to enlarge the arms factory.

> ANTUNG: MUKDEN RAILWAY.

RUMOURED APPOINTMENT OF COMMISSIONERS.

[By courtery of the " Sheung Po."]

Peking, 17th August. It is rumoured that the Grand Council has agreed to Japan constructing the Antung-Mukden Rail

Both Japan and China have appointed Special Commissioners discuss the differences at issue.

CHINA'S STATEMENT TO THE POWERS,

In the eleventh moon of the 31st year of Kuang Usu (November 1505) the Chinese and Japanese plenipotentiaries agreed upon the conversion of the Actuog-Mukden Railway from a military into a commercial line an they also agreed that the line should be built and repaired by the Japanese Government. It was stipulated in the Treaty that the right to redeem the railway at the end of fifteen years should remain with the Chinese Goveroment, and it was also agreed that the work of reconstruction should be commenced withina period of two years. The construction and improvement of the line were to be carried as a joint Chinese and Japanese enterprise, each Government appointing commissioners for the purpose, and hence China has every right to send her representatives to take part in the control and inspection of the operations. At the expiry of the time stipulated in the agreement, however, the Japanese Government gave no indication of any intention to resume negotiations in the matter, nor did the Japanese Government do so until the spring of this year. With a view to comenting the Iriendly relations between Japan and China the Chinese Governmet yielded to a request for a resumption of negotiations, and the Yuchuappu accordingly sent officers to survey the line in company with officers appointed for that purpose by the Japanese Government. Subsequently the Vicercy of the Three Eastern Provinces (Manchuria) communicated with the on 22nd inst., morning. Japanese Cinsul at Mukden, insisting upon holding to the original arrangements for the building of the line, but the Consul further delayed matters by refusing China's request that Japan should not place military guards either on or adjacent to the line, but should leave the policing of the railway zone to China, through whose territory the line runs. This is the reason of the long delay. Negotiations were still proceeding when, quite unexpectedly on

Inpapere Minister sent a communication to the Waiwupu charging China with procrastination and declating that Japan would forthwith commence the work without Chinese co-operation.

On receipt of this communication the Waiwupu forwarded to the Japanese Minister in Peking a reply the gist of which was that as the improvements were being made in the interests of trade and commerce no necessity | the Middleton Reef, and 17 lives were lost. existed for the extension of the railway zone, but China would not raise any objection if wif-, and four-children, the first and second Japan wished to change the gauge and effect officers, and all the crew except five. other improvements of an engineering char- The news of the terrible disaster was brought acter, the reply further emphasizes that in the to Sydney this morning, reports the Evening event of the gauge being changed it must be News of 14th ult., by the Union Company's made the same as that of the Peking-Mukden Island mail steamer Tofud the vessel bringing line, and that no other changes must be made also the five survivors. These unfortunates than those entailed by the necessities of en- | were in a terrible plight, as will be seen from gineering. This stipulation has particular re- the story told an Evening News reporter on ference to the suggested possibilities of a gen- board the Tofun eral change of route. The reply also stated | It appears that the Errol, a vessel well-found effect that there was no necessity for mitted and that the Chinese Government would enced very good weather. Nothing occurred His Excellency to proceed to Peking cluded by repudiating any responsibility for passage, and the captain was in hopes of arriving past delay.

> that the Japanese Government resumed negotiations subsequent to the expiry of the time Howe Island. stipulated in the Treaty for the commencement of the work, but although this was the ber destination. On June 18, at midnight, she case, we, with a view to arriving at an amicable statement of the differences existing between Japan and ourselves, did not refuse the request. Now, however, Japan, relying upon her superfor strength, suddenly takes action regardless of the terms of the Treaty and seeks to lay the blame for the delay upon Chioa.

We are sure that under the pretext of development of communications and commerce. the Japanese Government desires to build this

railway almost cotirely for military purposes. It will also be remembered that the Japanese, in spite of treaty obligations, have made many-other encroachments upon the rights and liberties of China.

In view of the situation set up by the matters treated of in the foregoing, and particularly regarding the extension of Japanese military, control"in Manchuia, we have been compelled to lay particular emphasis on the question of military protection of the railway and the constitution of the police force. If Japan had conneded there points this matter would have been settled long ago, and she would have been under no necessity to attempt to lay the blame for any delay at the door of China.

China still hopes for an amicable settlement within the terms of the Treaty, and in making this appoundement to the Powers desires simply to set forth the facts in their true light, leaving the world to judge to whom the blame attaches. - National Review (Shanghai)

FRACAS ON A STEAMER.

CHINESE CARGO COOLIES ATTACK THE PASSENGERS

There was a serious affray on the N. D. L. steamer Lon Sel at 9.30 a.m., yesterday, reports the Straits Times of 13th inst, when the cargo coolies went ab sard after the steamer had dropped her anchor in the roads. She had brought over three hundred passengers from Swatow and was just out of quarantine. The cargo coolies, were very anxious to start work and found themselves much impeded by the passengers who were not in a very great hurry to go ashore, and also by their luggage, which littered the deck. It was an easy step from harsh words to blows, and soon the cargo coolies were attacking the passengers right and left. One passenger, named Lee On Tow, who was on the lower deck, had a jar thrown on him from above, with the result that his skull was fractuted. Police was summoned from the shore and mingled in the fight, assisted by the ship's officers. European constable No. 6 n. rrowle escaped serious injury, a stalwart coolie throwing a heavy, box at him from the deck above, which he avoided by jumping aside just as it fell. The ship's -officers scattered the coolies right and left and the police made feven arrests. The injured man was removed to the hospital where his deposition was taken, as he is in a critical state. The accused were brought before the third magistrate. this morning, on a charge of affray. The first accused was also charged with causing grievous hurt to the injured man, but this charge wil not be heard at present, but will await the result of the man's injuries.

Becond officer Walisch gave a graphic description of the fight and the further bearing of the case was postponed.

SHIPPING AND MAILS

MAILS DUE

-Indian-(-Fooksang-)-19th-inst-German (Prine Waldemar) 10th inst. Indian (Latsang) 26th inst. Canadian (Empress of China).26th inst.

-The C. N. Co.'s s.s. Taming left Manila on

7th inst, and is due here on 20th inst. The C. N. Co.'s s.s. Tulywan left Sydney on

25th inst., and is due here on 19th prox. The M. M. Co.'s s.s. Melnam left Singapore

on 17th inst.; and is due here on 24th inst. The Danish s.s. Cathoy left Singapore on

17th inst., and may be expected here on 23rd

The T. K. K. s.s. America Maru left Moli yesterday at noon, for this port, and is due here

The T. K. K. s.s. Tonyo Maru sailed from

Yokohama on 15th inst., and is due to arrive at Hongkong on a5th inst. The P. M. S. S. Co.'s s.s. Mongolia arrived at

Manila on 17th inst., and will sail from Manila on 19th inst., and is due to arrive at this port on arst inst., at noon.

The C. P. R. Co.'s s.s Empress of China arrived at Yokohama at 8.30 a.m., on 18th inst.; and left again at 3 p.m., same day, for Kobe, hazistofthismoon (Friday, the 6th August), the where she is due to arrive at 3 p.m., on 19th Inst. have grown accustomed to the Augusto, but I have at 9 a.m. Departure from Macao at 4 p.m.

TERRIBLE OCEAN TRAGEDY.

NORWEGIAN BARQUE "ERROL" WRECKED.

SHOCKING STORY OF SUFFERING

. The Norwegian barque Errol, bound from Chambote, on the west coast of South America, to Newcastle, N. S. W., has been wrecked on

. The victims included Captain Andreason, his

that no extension of military control or patrol- in every way, began the viyage to Newcastle ling of railways in Manchuria would be per- from South America on April 13, and experifurnish police for guarding the line. It con- during the early part of the voyage to mar the at Newcastle at the beginning of June. How-We would point out to Your Excellencies ever, head winds were experienced and the vessel was delayed when in the vicinity of Lord

. It was fated that the ship was never to reach rashed broadside on to Middleton Reef, about 99 miles away from Lord Howe Island, and remained fast." There was great excitement, for" no one had thought of any danger, and it was supposed that the ship was miles away from the spot. All hands were called, and steps were taken to back the ship off, but all efforts failed. In the course of a few hours she broke her back and the seas washed over her and into the holds. 'The wind at the time was moderate, from the north-west, but a fairly big sea was running, so that the ship had very little chance.

The moon was not bright, and the ship pounded heavily on to the reef. Each ser seemed to increase the breach, and give more play to the heavy water as it surged high and through. The store room did not remain long intact, and by morning it was noticed that the ship's supplies were being washed out of reach. It was a torible situation. Captain Andreason gave orders to have a raft constructed, so that a party might be dispatched to the wreck of the Amasona, another vic tim of the Middleton Reef. The fast-named was about eight miles away, and it was thought that some stores might still remain. The ship's carpenter, togother with the master and the two officers, set about making the raft, but the carpenter was soon left alone. A heavy sea carried the three executive away, and they were drowned. The captain's wife and children witnessed the diappearance of the men, and the scene was indescribable. The distracted wife and family so suddenly bereaved wrung their hands wildly, and piercing shricks of anguish rose above the tour of the sea as it crashed with unbroken regularity over the

The carpenter called for assistance from the crew, and the work of constructing the raft was

In two days this was completed, and a party of five sei out for the Annauma. They had Tojua's boat was fowed up alongside, and the not proceeded any distance when one man jumped overboard, and was not seen any more reached the wreck.

There was no food found on board, but a bountiful supply of water was discovered in an old tank. This was fortunate, and for several days this party subsisted on shellfish and water, In the meantime, one of the men had gone aloft and altered the position of one of the spars of the Annasona, and on this were made fast some -old-bags,-which-were-intended_to-serve_as_asignal to a passing vessel.

Great hopes rose on the fourth day, when the smoke of a steamer was observed on the horizon, and in an hour or two a steamer was sighted. Those hopes fell as quickly as they rose, for the steamer continued on her course. not having seen the castaways, and once more feelings of despair existed,

ON THE "ERROL." that of the party on the Errol. A young man | were taken off to the Sailors' Home. named Jack Lawrence, an A.B., and said to little ones, and dived again for food. 'On more | "Cigarettes." came. A few days later Lawrence was horri- an interview. fied to see the body of the mother and two of her children floating clear of the wreck and

well out of reach. How they got into the carpenter'; Acalet Jensen, steward; -Ofteda i, water is not quite clear, but charitable people | boy. will be satisfied to accept the theory that they were washed overboard and drowned. That evening Lawrence carefully laid the two.remaining little ones down in a corner of the wreck, and he himself, exhausted by the efforts of the preceding days, dropped off to sleep. In the morning he looked at his charges, and they were both dead.

It was a terrible position, and in a day or two more Law.ence was alone; all the other members of the crew ware dead. . One by one they succumbed, being unable to keep up. They died from sheer starvation.

THE RESCUE. . About 11 o'clock in the forenoon of Monday last the steamer Tojus was approaching Middieton Reef. The commander, Captain Hol-

To-day's Advertisements.

ST. JOSEPH'S COLLEGE.

THE Scholastic Year will commence on MONDAY, agrd inst. For particulars Board and Tuition apply to-

THE DIRECTOR. Hongkong, 18th August, 1909.

NAVY CONTRACT.

PENDERS are invited for the SUPPLY of UPHOLSTERY WORK for one year from the 1st September, 1909, to H.M. Navai Yard, Hongkong.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M.

Naval Yard, and should be returned 'not later than Noon the 23rd August, 1909. A Deposit of One Hundred Dollars (\$100) will be required when applying for tender forms. This will be returned if the tender be

The lowest or any Tender will not necessarily be accepted, and the right is reserved of accepting any portion of a tender."

H. RISSLAND, Naval Store Officer. Hongkong, 18th August, 1909.

KOWLOON CRICKET CLUB CONCERT PROGRAMME.

THE following is the Programme of a Concert to be held on the Kowloon Cricket Club Ground on SATURDAY, the 21st inst, commencing at 9 P.M. PART 1.

1. Overture " Tannhauser " Wagner Band of "The Buffs." . Tenor Solo... " Life the Organist".....Gray Ravd. A. P. Crolton. Soprano Solo...... " Awake "

Mrs. J. W. Kow. 4. Baritone Solo ... "The Bandolero" { Leslie Mr. W. S. Hone. Soprano Solo Vilia "Lehar Miss Parkes.

Humorous Duett ... Selected

. Selection... Cavalleria Rusticana"... Mascagni PART 2. A life on the Nautical Selection { Band of the "Buffs."

Messrs. Worcester & Carrol.

z. Soprano'Solo ..." Il Baccio" Mrs. Belilios. . Vocal Ducit [" A Night 'A rs. J. W. Kew and Mr. E. B. Ayris...

Humorous Song ... Selected Mr. Worcester, Selection..." A Waltz Dream "......Strauss Hongkong, 18th August, 1909.

this time there was a new wreck, and investigation was necessary. Captain, Holford long before had observed, through his powerful glasses that the Annasona spar had been altered and some dark object was observed in the bow of the wreck: - That was sufficient, and the Tojua was steamed to within two miles, of the reef, where she was stopped and a boat was lowered. The rescue party came access a punt near, the .old wreck, and on this were five men. It seemed that Lawrence had been taken off the Errol by his comrades, and the five were now helpless on a punt. The

castaways lifted off the puot into the ship's boat. Then they retuned to the big steamer. The other four continued on their way, and leaving the distress signals still flying from the yard of the Annasona. When the ship's boat ranged alongside the gangway, which had been lowered from the

Tafua, the large crowd of passengers cheered lustily, "three times three," said one of the company this morning. But the five could, no respond, one of the number, a South Shields man, named Palmer, tried to lift his arm, but he could not do so, but murmured. "Thank God, we are saved.!

The men were in a shocking plight, and they were carried up the gangway to the forecabin It was found necessary to cut away the clothes they were wearing. They had been reduced pretty much to rags; but some portions clung ightheir bodies, and could not be torn away.

All hands were put to bed and stimulants administered; but they were frightfully weak, and While the four men were enduring hardships this morning had to be assisted from the ship on the Annaiona, a far worse experience was to the shore. A van was in waiting, and they

Lawrence, the plucky Sydneyite, had his be a Sydney native, was in charge. He took | head smothered in ban lag's, still suffering it upon himself to look after the captain's wife | from the injuries received while diving for food and children. Each evening he wrapped the for the Captain's children. He was not in a fit children, who were all of tender years; in what, condition to tell his story; in fact, at times warm clothing he could find and tended them his voice sank so low that it was impossible carefully. The mother was not able to do much to understand what he was saying. An infor herself and children. During the first few | cident of his rescue, nowever, has its humorous days Lawrence regularly dived into the hold of side. It appears that immediately after he had the ship, and sought out supplies, a few tins of received some warm food on board the Tofua most having been left behind. Once he struck | he asked for a digarette, which was given him. his head, and sustained a nasty injury. But un- and he made a valiant effort to have a smoke mindful of this he continued his watch over the. Since then he has been affectionately known as

than one occasion the unhappy mother grabbed The other men were also very bad, and the food as he brought it to the surface, and it | three foreigners were quite unequal to the task was ravenously devoured. But the end soon of giving details, much less being subjected to

The names of the men are J. Lawrence, AB.; Palmer (called Bill), AB.; -; ohansen,

After the rescue a collection was taken up on board the Tofud among the passengers and crew, and the sum of £107 was collected in aid of the sufferers.

The men were in the bands of the fore-cabin steward, Mr. Clements, on the run to Sydney, Crouch, one of the stewards, and Mr. Fitzpatrick, a passenger.

According to a description of the Errol when the Tolus boat was making the rescue she had completely broken her back, and the poop portion was some loft away from the main hull. The sea was washing right through, and the ribs were visible in some places.

OWING to repairs the s.s. Heungskan will not make the trip to Macao on Sunday, the 22nd ford, makes a point on each voyage of scanning | Instant, as previously advertised. S.S. Swi Anthe reef, in the event of castaways. Shipmasters | will run on Sunday, the azad instant, leaving

To-day's Advertisements.

FOR SHANGHAL

THE P. & O. S. N. Co.'s Steamship

"DEVANHA." Captain H. Powell, will leave for S #ANGHAL TO-MORROW, the 19th August, 1909, at

For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 18th August, 1909. FROM EUROPE.

THE H. A. L. Steamship. "C. FERD. LAEISZ,

Captain Wagner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extrahazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hougkong, 18th August, 1909.

S.S. "AUSTRALIEN." COMPAGNIE DES MESSAGERIES

MARITIMES. NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex . s.s. Charinte, and from Bordeaux ex s.s. Verbeckmors, in connection with above Steamer are hereby informed that their Goods. with the exception of Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after

Optional Cargo will be forwarded on unless intimation is received from the Consigness before to P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after WEDNESDAY, the 25th August, at Noon, will be subject to rent and landing

All claims must be sent in to me on or before the 25th August, or they willingt be recognized. -All-damaged packages will be examined on WEDNESDAY, the 25th August, at 3 P.M.

No Fire Insurance has been effected. P. DE CHAMPMORIN,

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FRIDAY, OCT. 22ND.

FRIDAY, NOV. 12TH.

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SATURDAY, SEPT. 25TH. "EMPRESS OF JAPAN" SATURDAY, QCT. 16TH.

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SHANGHAI' VIA SWATOW, J" CHOSHUN MARU"........ THURSDAY, 19th August, Captain T. Burnga AMOY and FOOCHOW...... J" DAIJIN MARU" SU NDAY, 22nd August, TAMSUI v. SWATOW & AMOY. { Captain Y. Kaburaki ... at 10 A.M.

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(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON	TAMBA MAKU,	Sept. al Davlight.
COLOMBO AND PORT	INABA MARU, Capt. R. Takeda, Tona 6500	WEDNESDAY, 15th Sept., at Daylight.
INCREDIA DA & CRATTIR.	SHINANO MARU, Capt. K. Kawara, Tona 6500	"I TOTOTOTI I I I I I I
KAICHI, SHIMIDZU AND	8" TANGO MARU, Capt. S. Ishikawa, Tons 8 00	TUESDAY, 28th Sept., at 4 P.M.
SYDNEY AND MELBOURNE, VIAMANILA, THURSDAY ISLAND, TOWNSVILLE	NIKKO MARU, Capt. M. Yagi, KUMANO MARU Capt. M. Winckler, Tuna 6 200	FRIDAY, 3rd Sept., at Noon. FRIDAY, 1st Oct., at Noon.
SHANGHAI, WOJI AND	(† TAKASAKI MARU, Capt. A. Mocker, Tons 5000	August.
KOBE AND YOKOHAMA	Capt.]. Nagao, Tons 6500	Aug., at. 5 P.M.
KOBE and YOKO IAMA	MIYASAKI MARU, Onpt. T. Murai, Tone 9000	Aug., at 5.P.M.
he WENT THAT and	KUMANO MARU, Capt. M. Winckler Tons 6000	(WEDNESDAY, 1st
DOWDAY WE SINGAPORE	St BOMBAY MARU, Capt. W. A. Evans Tone 5000	(FRIDAY, 20th
t Cargo only. Fitted with new System of		ing Keelung.

EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO SURZ-AND-FORT-SAID,

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from

I Hongkong as follows !-Mishima Maru(Capt. A. E. Moses) About Saturday, 28th August, Atsuta Maru(Capt. W. Thompsen)..... About Wednesday, 22nd September. Miyasaki Maru......(Capt. T. Murai) About Wednesday, 20th October. Kitano Maru(Capt, F. E. Cope)About Wednesday, 17th November,

CHRAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

HONGKONG and JAPAN PORTS.

COMMENCING 18T JUNE, ENDING 318T AUGUST, 1909. Special Excursion Tickets (1st & 2nd class) available for 4 months. YOKOHAMA RETURN, KOBE RETURN. MOJE RETURN, NAGASAKI RETURN. et Class.......

11 \$ 180 Option of rail between calling ports in Japan. For further particulars, apply to

Shipping—Steamer i.



THE PENINSULAR AND OBJENTAL STEAM NAVIGATION COMPANY.

STEAM

STRAITS, CEYLON, AUSTRALIA, INDIA ADEN: EGYPT, MEDITERRANKAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading, Issued for BATAVIA; PERSIAN GULY, CONTINENTAL, AMERI-CAP and SOUTH AFRICAM PORTS.)

THE Steamship

'CALEDO YIA," Captain W. Hayward, carrying lis Ma-jesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY the aist August, at Noon, taking Passengers and Oargo for the above Ports in connection with the Company's B.S. Mongolla, 10,000 tons, from Colombo, Passingers'accommodation in which | tions, Ice, &c., throughout the voyage. ressal is secured before departure from Hong

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marsellles and London, other Cargo for London, &c., wil se conveyed via Bombay by the R.M.S. Galedonia, due in London on 3rd October, 1909 Parcels will be received at this Office until P.M. the day before salling." The Contents and Value of all Packages are required:

For further Particulars, apply to E A. HEWETT, Superintendent

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

Hongkong, 7th August, 1909

REGULAR · FREIGHT · SERVICE

SAN FRANCISCO, MEXICO, PERU CHILE, RIVER PLATE, BRAZIL..

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any, call on route thus affording a fast regular cargoboat service from China and Japan to San.

Francisco. THE Steamship

"AMIRAL DUPERRE," expected to arrive on or about the 19th August, For further particulars apply to

. MESSAGERIES MARITIMES, Agents at Hongkong. Hungkong, 27 h July, 1909

"INDRA" LINE, LIMITED. FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAWADI," . . . Captain W. Gray Williams, will be despaiched as above about 21st August. For Freight, apply to

JARDINE, MATHESON & Co., LD., Hongkong, 21st July, 1909 "SHIRE" LINE OF STEAMERS.

LIMITED. FOR LONDON AND ANTWERP.

T-HE-Steamship

"CARMARTHENSHIRE". Captain Daniel, will be despatched as above on or about 25th August. The attention of passengers is drawn to the excellent accommodation provided by this

vessel at cheap rates. The steamer is specially, adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in staterooms. Doctor and Stewardess are carried. FARE TO LONDON £35. For further Particulars, apply to ...

JARDINE, MATHESON & Co., LTD., Hongkong, 2nd August, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED, FOR MARSEILLES, LONDON AND

THE Steamship.

"CARNARVONSHIRE," Captain Ingram, will be despatched as above .bont 25th instant. For Freight, apply to

JARDINE, MATHESON & Co, LTD., Hongkong, and August, 1009.

STRAM TO CANTON

"THE New Twin Screw Steel Beamers

KWONG TUNG" ... Capt. H. W. WALKER KWONG SAI" Capt. E. S. CROWE, Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Santon for Hongkong at 5.10 every vening, (Sunday excepted). These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Pas-

Electricity. Electric Fans in State Rooms.

Passage Fare-Single Journey \$4. The Company's Wharf is situated in front

of the New Western Market, opposite the old Harbour Office. YUEN ON 5.9. CO., I.D.,

SHIU ON S.S. CO., LD., Mo. 8, Queen's Road West

Shipping —Steamers

FOR SINGAPORE, PENANG AND CALCUTTA

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"Lightning," Captain A. E. Gentles, will be despatched for the above Ports on THURSDAY, the 19th nstant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED Hongkong, 11th August, 1909.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmaula, &c.)

THE Steamship

"ALDENHAM, Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon." This well-known Steamer, is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provi-

The Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

tro carried. N.B.-To assure the additional comfort of passengers the steamers of the Company have

slectric fans fitted in staterooms, For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 6th August, 1909.

THE BANK LINE, LIMITED.

aking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also: for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG VANCOUVER B.C., TACOMA & SEATTLE,

MOJI, KOBE AND YOKOHAMA.

| Salling Date: Steamer Tons. | Captain. ymerio ... 4,363 J. Boyd 26th Aug. Oceano ... 4,657 F. W. Davies 21st Oct. .. Kumeric ... 6,232 J. Mathie - ... 18th Nov.

* These steamers are specially fitted for the arriage of Asiatic Steerage passengers. AROLL EXPRESS TO THE UNITED STATES AND CANADA.

For forther information, apply to DODWELL & CO., LIMITED. General Agents. Junen's Buildings

Houghoog oth August, 1979

RECULAR STEAMSHIP BERVICE TO NEW YORK, . VIA PORTS AND SURZ CANAL, With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS PROM HONGEONG.

FOR BOSTON AND NEW YORK S.S. "LENNOX "On or about 10th Sept. For Freight and further information, apply

DODWELL & Co. LIMITED Houghong, gest July, 1000.

For Sale.

YEE LEE HAIR DRESSING SALOON

HAS ALWAYS ON HAMD CIGARS. CIGARETTES

> TOILET REQUISITES FOR SALE 12, D'AGUILAR STREET, Hoyskoya.

Hangkang, and September, 1907. THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELESS) FORM. THE NEW FRENCH REMEDY

THERAPION This successful and highly nopular remedy, used In the Continental Hospitals by Ricord, Rosian, Johnst, Velpeau and others, combines all the desiderate to be sought in a medicine of the kind, and suppasses every-

THERAPION NO. 1 is a really short time of the days only, removes all discharges, effectually supersoding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, anthese, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless,

THERAPION NO. 2 for important of blood, source, pimples spots, blotches, pains and swelling of joints, accordary symptoms, gout, rheumaties, and all diseases for which it has been too much a fashing to employ moreury, sursaparilla, &c., to the destruction of sufferers' tooth and ruin of health. This preparation purifies the whole system through the blood, and those roughly eliminates all poisonous matter from the body,

THERAPION No. 3 for extion, sleepleseness, and all distressing consequences of
dissipation, worry, overwork, early error, excess, he, it
possesses surprising power in restoring strength and
vigour to those suffering from enervating influences of
long residence in hot, unhealthy climates.

THERAPION is sold by principal
out the world. Price in England 1/8 per packed
and observe above Trade Mark, which is a fac-sicile of
world. THERAPION as it appears on British Government
stamp (in white letters on a red ground) affixed to very
package by order of His Majesty's Hon. Commissioners,
and without which it is a forgery.

Sold by all Chamlets,

COMMERCIAL

TO-DAY'S EXCHANGE.

Selling:
London-Bank T.T 1.8 13/16
Do. demand
Do. 4-months' sight
France-Bank T.T 2.18
America-Bank T.T
Germany -Bank T.T
india 1.1
- L'EVEN
Shanghai — Bank T.T
Singapore-Bank T.T. per H.K. \$100741
Japan—Bank T.T841
Java-Bank T.Tt041
Buying.
4 months' sight L/C
. 6 months' sight L/O
30 days' sight San Francisco & New York431
4 months' sight do. 442
30 days' sight Sydney & Melbourne
4 months' sight France 2.22
6 months' sight 11 " 2,741
4 months' sight Germany
Bar Silver 23 9/15
Bank of England rate 21 %
Sovereigo
THE WEATHER

IND WOALHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory :---On the 18th at 12.05 . p .- The barometer has fallon generally, particularly in the North. Pressure is high to the North of Japan, and over the S. part of the China Sea. It is relatively low over the Eastern Sea.

Moderate variable winds may be expected in the Formosa Channel and moderate monsoon over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches,

1.-Hongkong and Nalghbourhood, S.W. winds, moderate; fair to showery: 2. Formosa Channel, variable winds, moderate.

3. - South coast of China between Hongkong and Lamocks, same as No. 1.: 4.-South coast of China between Hongkong and Hainan, S. winds, moderate.

Shipping.

Australien, Fr. s.s., 3513, V. Riguier, 17th Aug.,-Miraeilles and Baigon 15th Aug. Mails and Gen. - M. M Fukui Maru, Jap. s.s., 4,189, K. Nakagawa, Derwent, Br. s.s., 1,562, J. Jenleins, 6th Aug., 17th Aug., -Moji 11th Aug., Coal. - M. B.

Johanne, Ger. s.s., 952, M. Ipland, 17th Aug., Sumatra 7th Aug, and Swatow 16th, Gon. —J. & Co. Kiang Ping, Chi. s.s.; 1,222, Uddin, 17th Aug -Chinking 11th Aug., Grn.-Tung Lee

Devanha, Br. s.s., 4,785, H. Powell, 18th Aug. -Bombay 4th Aug., and Singapore-13th, Mails and Gen.-P. & O. S. N. Co. Sarpedon, Br. s.s., 3,022, J. A. Taylor, 18th Aug.,-Shanghai 14th Aug., Gen.-B. &

-Canton 17th Aug., Gen.-B. & S.: Haiyang, Br. s.s., 1,362, A. E. Hodgins, 18th Aug.,-Swatow 17th Aug., Gen .- D., L. &

Changsha, Br. s.s., 1,463, E. Finlayson, 18th —S., W. & Co.
Aug.,—Melbourne via Ports 13th July, Isobe Maru, Jap. s.s., 1,859, Hyashi, 5th Aug., Gen.—B. & S

Slavania, Ger. s.s., 2,819, B. Peter, 18th Aug., -Foochow 16th Aug., Gen.-H. A. L. C. Ferd. Lacisz, Ger. s.s., 3;158; Wagner, 18th Aug.,-Hamburg and July, and Singapore 12th Aug., Gen .- H. A. L.

Daljin Maru, Jap. s.s., 899, Y. Kaburaki, 18th Aug. -- Swatow-17th Aug. -- Camphor_and Sulpher, &c.-O. S. K. Clara Jebsen, Ger. s.s., 1,143, J., Bendixen, 18th Aug.,-Haiphong via Hongay and Hoihow

15th Aug., Coal, Cattle and Pigs .- I. & Wnhu, Br. s.s., 1,227, Cogan, 18th Aug.,--

Wakamatsu teth Aug., Coal.-Order.

Clearances at the Harbour Office. Australien, for Bhangbai.

Klang Ping, for Capton, Clara Jebsen, for Canton Halvard, for Hoihow. Heliopolis, for Durban. Halmun, for Swatow. Devanha, for Shanghai. Atlantis, for Manila Chronesking, for Canton. Sarpedon, for Saigon. Gregory Apcar, for Singapore.

Departures

Aug. 18. Australten, for Shanghai, &c. Awa Maru, for Colombo. Chowfa, for Hoihow. Kwongsang, for Shanghai. Glenfalloch, for Amoy. Yeddo, for Snigon, Tjibodas, for Batavia. Rfeld, for Canton, Choysang, for Canton. Haimun, for Swatow.

Gregory Apear, for Calcutta.

Atlantis, for Manila.

Nippon, for Shanghai,

Jacob Diedricksen, for Holhows

Passengers arrived.

Per_Halyang from-Coast Ports=Mr. and Mrs. Robinson, and 79 Chinese. Per Changsha, from Australian Ports-Mr., Mrs. and Mrs. Walker, Mr. and Mrs. Goldsmith, Mr. and Mrs. Miller, Messrs, Ford and Ross, and 52 Chinese.

Per Devanda, for Hongkong from Bombay -Mr. C. J. Pioto. From London-Mr. Solvin. From Colombo-Mrs, A. Duncan, child and From Penang-Messrs. J. W. Scott and Lun Chung. From Singapore-Messes. G. F. Abraham, H. J. Hunt, Loo Fie, Hang Chow Tuck and native servant. For Shanghal from Bombay-Mr. R. C. Ragie, and Capt. Fellowes, From London-Miss M. Davies,

From Singapore-Mr. J. H. Baring. Per Australies, for Hongkong from Marseilles - Mr. Schibler: From Fremantle-Mesers, Ah Koong and Ah Ying. From Sing :- N porc-Messrs. Ng Gou Choo, Geo. Mayne, and R 3 Chinese. From Batavia-Mr. G. Azam, Mrs. N Nio Sam and infant. From Salgon-Mrs. H Barthelemy, Messrs. Clarck, Guillon, and 425 Chinese: For Shanghai from Marseilles— Messrs. Carriat, Boisnel, H. A. Stiel and F. Brance, From Colombo—Mr. Wang, From L. Singapore-Miss Honig, Mrs. Van Dulden, Lee Yu Klimm, Tan Kay Kee, Lo Way Boe, Lee Siem Tait, Gho Say Chin, Tam Sem Kesh, Gan Swee Ack and Lay Guan Hoe. For Kobe — 12 Russians, For Yokohama from Marseilles Mr. Bourgois. From Colombo-Mrs. Estran. gian From Salgon -Krs. Camier.

Passengers departed.

Per Ernest Simons, for Marseilles, &c .-Mesers. B. Mailbri, Sharp, Gopaldas, Hasamall, Holchand, Yoyosumi, Mrs. R. Gitch, Mrs. Okamoto, Messrs, H. O. Colman, Muni, Capt. Hildati, Messrs. E. Lindemann, Castelo, Mrs. Muni, Messrs. Jarassey, R. Dubois, E. Passquet, P. Mendigal, Santos, Catvalho, Rev. L. Perrondon, Messrs. M. Ramos, Pires, Remy, Mrs. Demaretz, Lo Tai Po, J. B. Kuyen, J. O. Marques, J. E. Galle, L. Shapite, and Mr. and Mrs. Woog Yam Yu.

Per Kaga Maru, for Seattle, &c .- Messis. F. C. Collins, J. S. Perry, F. C. Hurley, H. W. Lester, Miss Grant, Major Haynes, Master Haynes, Mosers, C. W. Smith, Juan Salazer, Tenyo ! 8. Fzekiel, Lo Min, Chun Un Um, Wong Wai Kam, Fujimote and So Mak Chi. Emp. of

Per Awa Maru, for London, &c. - Capt, and Mrs. Bathurst, Mrs. Parker, Mr. and Mrs. F. McKenzie, Messrs, Ogura, Hirose, Mr. and Mrs. Yamasaki, Mr. Sim Kye Pang, Lt. C. Mais, Messrs, R. H. Parker, L. Baursachs, Major Watanabe, Messrs. M. Adam, G. O. Blacker, H. A. Jones, Misses Toyo, Uchida, Wakamatsu, Mr. and Mrs. Acordago'coechens, Messrs. Carly, Aug Peans, C. A Peaus, C. C. A. Peaus, C. Den Wallawer, A. C. Ghose, H. Westerhont, A. Hoystek and T. C. Damen.

Shipping Reports. Bir. Sarpedon, from Shanghai : - Strong S.W. winds rough sea and fine weather.

Str. C. Fard Laciss, from Singapore :- Fine weather by S.S.W. winds during the voyage.

Str. Haiyang, from Coast Ports : - Strong S.W.

wind and moderate sea overcast and cloudy. weather all through the voyage,

YESSELS. IN PORT.

STEAMERS.

Antilochus, Br. s.s., 5,795, G. D. Keag 10th Ashtabula, Br. s.s., 2,400, Harding, 10th Aug.,

-Sau Francisco 23rd June, and Shanghai 12th Aug., Tea,-S. O. Co. Aymeric, Br. s.s., 2,789, Jas. Boyd, 13th Aug., -Puget Sound via Japan and Manila Joth _Aug., Gen.-D. & Co., Ld. Changchow, Br. s.s., 1,202, A. Partridge, 6th

Aug.,-Wakamatsu 30th July, Coal,-B. Cheong Shing, Br. s.s., 1,265, V. McClymont Liddell, 16th Aug .- Tientsin 10th Aug. - Gen. - I., M. & Co.

Chiyuen, Chi. s.s., 1,177, C. Stewart, 17th Aug., -Canton 16th Aug., Gen.-C. M. S. N. Choising, Ger. s.s., 1,020, J. Bruhn, 15th Aug.,

-Bangkok 7th Aug., Rice. B. & S. Choshun Maru; Jap. s.s., 1,301, T. Suruga, 15th Aug.,-Shanghai via Foochow, Amoy and Swatow 8th Aug., Gen.-O. S. K. -Saigon and Aug., Gen.-Man Fat & Co.

Dos Hermanos, Am. s s., 540, M. Morales, 6th Aug.,-Manila 3rd Aug., Ballast .- Jorge Foochow, Br. s.s., 1,228, Vincent, 2nd Aug.,-Cebu and Iloilo 29th July, Gen .- B. & S.

Halvard, Nor. s.s., 1,701, C. Anderson, 14th Aug.,-Bangkok 6th Aug., and Holhow. 13th, Gen,-Aagaard, Thoresen & Co., Hauban, Am. s.s., 1,105; D. F. Avano, oth Aug. - from Iloilo, Sugar .- Captain. Helene, Ger. s.s., 774, J. Jessen, 14th Aug.,-Tourane 8th Aug., and Hothow 13th, Gen-

-J. & Co. Chinhua; Br. s.s., 1,348, A. Harris, 18th Aug., Heliopolis, Br. s.s., 2,967, J. W. Martin, 6th Aug.,-Chin-wang-tao 1st Aug., Ballast .--G., L. & Co.

Hilary, Ger. s.s., 1,276, K: Hatje, 16th Aug.,-Samarang and Pulo Laut 7th Aug., Sugar.

-Mororan 25th July, Uoal, -M. B.K. .Kaifuku Maru, Br. s.s., 1,903, S. Suda, 16th Aug. - Moji 8th Aug., Coal. - M. B. G. K. Kaisow, Br. s.s., 2,529, Steele, 17th Aug.,-Singapore 11th Aug., Gen.-B. & S. Kiang Ching, Chi. s.s., 1,002, A. F. Bris-

sander, 17th Aug.,-Canton 17th Aug., Gen.-King Lee & Co. Lightning, Br. s.s., 3,315, A. E. Gentles, 15th Aug.;-Calcutta via Penang and Singapore 8th Aug., Gen.-D. S. & Co, Ld.

Lismore, Br. s.s., 2,277; B., Morrison, 12th Aug. Barry 26th June, Coal .- D. & Co., Loongsang, Br. s.s., 1,093, M. Picknell, 16th

Aug .- Manila 13th Aug., Gen.- J., M. & Lothian, Br. s.s., 3,212, W. J. Lockhart, 17th Aug.,-Callao, (Peru) 6th July, Ballast .-

D. & Co., Ld. Luchow, Br. s.s., 1,215, W. Baddeley, 14th Aug. - Canton 13th Aug., Gen. - B. & S. Mandasan Maru, Jap. s.s., 3,246, Shimidzu, 10th Aug., -Milke 4th Aug., Coal.-M. B.

Paoting, Br. s.s., 1,027, D. M. Scott, 14th Aug., -Canton 13th Aug., Gen.-B. & S. Pitsanulok, Ger. s.s., 2,067, F. Reimers, 13th Aug. - Bangkok and Swatow 12th Aug.

Prometheus, Nor. s.s., 1,024, H. Jensen, 16th Aug. Bangkok via Swatow 1st Aug. Rice and Cotton.-Aagaard, Thoresen &

Rajah, Ger. s.s., 2,100, H. C. Reher, 16th Aug., -Rajang roth Aug., Wood .- B. & S. Rubi, Br. s.s., 1,619, R. W. Almond, 16th Aug. -Manila 13th Aug., Gen.-S., T. & Co. Samsen, Ger. s.s., 998, R. Petersen, 16th Aug.

-Bangkok 7th Aug., and Swatow 15th, Rice and Teakwood,-B. & S. Seattle Maru, Jap. s.s., 6,182, I. Saitow, 16th Aug. - Moji IIth Aug. Gen. - O. S. K. Shing Shun; Chi. s.s., 809, Marcussen, 12th Kagoshima Aug.-Kebau 10th Aug., Coal.-Order.

Sorsogon, Am. s.s., 812, J. Mogarte, 3rd Aug., - Iloilo 29th July, Sugar. - Jorge & Co. Telemachus, Br. s.s., 1,340, G. Edwards, 8th Aug.,-Manila 5th Aug., Ballast.-Wo Fat | Cheloo......... 29.74

Sing.
Trocas, Br. s.s., 2,657, Friles, 17th Aug.,-Palembang 7th Aug., Kerosine Oil,-A. P. Kinklang.....

SAILING VESSEL. King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug.,-New York oth April, Kerosine,-DOOK RETURNS,

Oos Hermanos	19 13
MAUDED	ท้
Der L. I	28
Rubi	22
Vaval Dock Caisson, " "	#
Iciene	13
TAIKQO DOCKS.	
Coochow at Quarry Bay Do	cks,
ightning 11	10

Humidity

HONGKONG AND WHAMPOA DOCKS.

4 p.F.

G. St. James.

Post Office.

	I. FUM	Manage		Only fully prepald letters a
og	Singapore.	J., M. & Co	Aug. 19	are transmissible by the Siberis Europe.
uch	Sibgapore.	N. Y. K G., L. & Co	Aug. 19	Mails from Europe via Sib
K	Mapila	M. & Co B. & S P. M. Co	Aug. 20	Date of Despatch Date due in
iro	Singapore.	S. W. & Co T. K. K	Aug. 21	July 28:h and Aug. 20th
	Singapore.	V. & Co M. M.	Aug. 23	
ki Maru	Singapore.	N. Y. K T. K. K	Aug. 24	A Mail will close for :- Swatow, Amoy, Foochow and
ž	Singapore.	J., M. & Co	Aug. 26	Per Choshun Maru, 19th Aug., 9 A. Shanghai—Per Devanka, 19th A.

Ships Passed The Canal.

Sydney ... B. & S. ... Sept. 19

Laisang

Talyuan

Steamers Expected.

16th July-Oldenburg, Salsuma, 20th July -Andree Richmers, Inverciyde, Beniawers, Antenor, Bulow, Canton, Sydney, Glenstrae, Poona. 21td July - Meinam, Australien, Hyson: Dardanus Palma, Cathay, Kanagawa Maru, 27th July-Sado Maru, Indrant, Senegambia, P. R. Luitpold, Schuylkill, 30th July -Hirano Maru, Namur, Machaon, Miyasaki Maru, Socotra, Nile, Tourane: 3rd August-Astyanax, Austria, Bellerophon, Benvinue, Denbighshire, Menelaus, Atholi, Glamorganshire. 6th August-Derflinger, Coulsdon. Polymesten, Hakata Maru, Tydeus. 10th August-Yorch, Glenroy, Bingo Marn, Scan-Str. Kiang Ping, from Chinkiang :- Southerly dia, Nicomedia, Pathan. 13th August - Coywind fresh breeze cloudy and overcast fine lon, Armand Behic, Kintuck, Memnon, Yunman. 17th August -Bondoron, Print Elfel

Friedrick, Deucation, Simia. Arrivals at Home-16th July-Glenlogan, 19th July-Somalt, 20th July-Lutrow, Silesia, (Gor.) Chima, (Aus.) Moyunc, Ochack, Wakasa Maru. 23rd July-Theseus, Brisga-Aug.,-Tacoma via Japan 15th July, Gen Jula. 26th July-Palermo. 27th July-Sydney; Indramayo, Oldenburg. 30th July -Antenor. 3rd August-Dardanus, Pring Regent Luitpold, Sado Maru, Canton, Suevia, Poona, 6th. August-Hirano Maru, Tourane, Glanlocky. 10th August-Inverciyde, Bellerophon, Senegambia, Sado Maru, Shimota. 13th August-Merciaus, Silvia, 14th August .- Namur., 17th August-Astyanax, Yorck, Bingo Maru.

> HONGKONG TIDE TABLE From August 18th to 24th, 1959.

HIGH WATER.				LOW WATER.		
	Der of	Hongkong Mean Time.	Height	Hongkong Muan Time.	Height.	
g.,		h, m.	it. in,	, b. m.	ft. In.	
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CHIMA COAST WETROROLOGICAL REGISTER.

٠	August 17th, 1909, a.m.	E
-	Har. Th. Hu. Wind Wr.	
	Viadivostock.,7 a.m. - - - - -	`. g
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Wuchow 9 a.m. Pakhol.... -Q.-St.-James. -

Cabu August 18th, 1909, 8.m. Viadivostock.,7 a.m. 29.86 65 99 ME 1 5 E.M. 30.00

Nemuro 6 Hakodata . Toklo Kochi Nagasaki Oshima Hankow a.m. 29 77 Talchu,.... Talnan . Pescadores. Canton Hongkong Victoria Peak Gap Rock ... Macao Wuchow Holhow Pakhol....

and postcards an Route to

Vessel. P. & O, Co Caledonia

Shanghal-Dg., 11 A.M. Macao-Per Sai Tai, 19th Aug., 1.15 F.M. Singapore, Penang and Calcutta -- Per Lightning, 19th Aug., 2 P.M. Shanghal-Per Chinhua, 19th Aug., 3 P.M.

Mojl-Per Futul Maru, 19th Aug., 3 P.M. Saigon-Per Telemachus, 19th Aug., 3 P.M. Singapore - Per Antilochus, 19th Aug., Amoy, Shanghai and Chinklang - Per Changehow, 19th Aug., 3 P.M.

Iloilo-Per Lismore, 20th Aug., 9 A.M. Shankhai-Per Choysang, 20th Aug., Ir A.M. Swatow, Amoy and Foochow-Per Halyang, 10th Aug., 1 P.M. Macao-Per Sul Tal, 20th Aug., 1,15 P.M. Manila-Per Loongrang, 20th Aug., 3 P.M.

Cheloo and Newchwang - Per Luckow, 20th Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Calrus, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Danedin, Perth

and Fremantle-Per Changehe, 20th Aug., Batavia, Cheribon, Samarang, Sourabaya and Macassar-Per Titodas, 21st Aug., 10 A.M. Europe, &c., India, via Taticoria-Per Caledonien, 21st Aug., 14-A.M. Macro-Per Sui Tai, 21st Aug., 1.15 P.M.

Newchwang - Per Kwelyang, 21st Aug. Madila-Per Rubi, 21st Aug., 4 P.M. Welhalwei, Chefoo and Tientsin - Per Cheongihing, 21st Aug., 4 P.M. Shaughal-Per Chenan, 21st Aug., 6 P.M.

Swatow, Amoy and Tamsul-Per Dailin' Maru, 22nd Aug., 9 A.M. Thursday Island, Cooktown, Calrns, Townsvill', Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelalde, Dunedln, Perth and Fremantle-Per Aldenham, 23rd Aug., LI A.M.

Shanghai, Naga aki, Kobe and Yokohama-Por Flintshire, 23rd Aug., 4 P.M. Shanghai, Yokohama, Kobe and Moll-Per Fooksang, 24th Aug., 11 A.M. Manila-Per Taming, 24th Aug., 2 P.M. Cebu and Ilollo-Per Kaifong, 24th Aug. 3 P.M.

Manila-Per Carmarthenshire, 24th Aug. Europe, &c . Indis, via Tuticorin-Por Dawson, Mr. Dassely, Mrs. & child . Sayle, Mr. and Mrs. Goeben, 25th Aug., 11 A.M.

Foodbow-Per Yatsking, 25th Aug., 2 P.M. Shanghal-Per Andai, 26th Aug., 3 P.M. Welbalwei and Tientsin-Per Hulchow, 26th | Earle, Mr.

Aug., 3 P.M. Mapila-Per Yuensang, 27th Aug., 3 P.M. Keelung, Shanghai, Moji, Kobe, Shimidzu Yokohama and Tacoma-Per Seattle Mara, 28th Aug., 10 A.M. Shanghai-Per Linean, 28th Aug., 6 P.M.

Manlia-Per Tean, 31st Aug., 2 P.M. Singapore, Penang and Calcutta - Per Kulsang, 31st Aug., 2 P.M. Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)-Per Empress of China, 4th Sept., 5 P.M.

VISITURS AT THE HUIELS.

Honokono. Adams, P. R. Kraft, Miss. Ambrose, F. W. Lack, G. M. Barthelemy, Mr. and Lawler, I. P. Mrs. de Lloyd, Mr. and Mrs Beaurepaire, H. N. G. T. and child Bennett, Dr. C. Macdonald, D. Breen, M. MacIntyre, N. Bunner, Mr. land Mrs. Marriott, Dr. O. Massey, Miss K. A. McCarthy, J. J. Clark, G, R. Cobb, A. H. McIntosh, G. C. Colvin, H. E. Menagh, J. E. Meyers, Mrs. M. R. Condon, H. L. Crenshaw, Mrs. L. Mollemann, I. Morse, H. J Osborne, Mr. & Mrs. C. C. Packer, B. L. Peterson, N.

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Dasser, Mrs. & child. Sinclair, A. Dutton, Mr. Smith, A. Findley Sorenson, S. Dallas Fielder, Eug. Comdr.

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Wood, David

Knight, C. C. ASTOR HOUSE. Abraham, E. S. Millar, Mr. and Mrs. Almazoff, Mr. Baillet, M. Mulder, J. D. Musso, V. P., Marquis Compere, Geo. Domaretz, J. and Marchioness S Denison, R. M. Orlolo Ryre, H. Pariset, M: Ferry, W. V. Robie, F. M Ford, C. D. Ross, J. G. Gagnow, A. E. Schibler, Mr. Gilbert, Mr. and Mrs. Setna, S. D. Talt, Mr. and Mrs. S. Ginkel, Van Vina, Mrs. Ramona d Gomes, A. J. M. Hausen, T. G. Walker, Miss Herrera, L. C. Walker, Mr. and Mrs. Lapicgue, Capt. P. A.

Lee, Mrs. O. Marston

Monteith, F. S.

Perkins, Miss

Ritchie, A.

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Wilson, G. L.

HIS BRITANNIO MAJESTY'S SHIPS ON THE CHINA STATION.

Sawar, Mrs.

NAME.	CLASS.	Tows.	GUMS.	I.H.P.	CAPTAIN,	LAST REPORTED AT
101						
Alacrity		700	10	3,000	Commander G. T. K. Fuller	Weihalwei
Astraca	cruiser, and class	4,360	1 77 1	7,000	Captain F. R. C. Ryan	Weibaiwei
Bedford	cruiser, 1st class		14	12,000	Gaptain Fitzkerbert	Weihaiwei
Bramble	river gunboat	,710	×	900	Lt. Comdr Hon, R. O. B. Bridgeman	Weihaiwei
Britomart	river gunboat	710	6	900	LieutCommander F. B. Nobis	Wolhsiwel
Cadmus		1,070		1,400	Commander H. L. P. Heard	Singapore
	water tank and tug	390	6	300	Master S. West	Hongkong
Ollo	aloop	1,070	2	1,400	Commander C. T. Borrett	Shanghai
	torpedo boat destroyer	300	0	5,700	LieutCommander Thomas	Weihaiwei
Flora		4,360	10	7,000	Captain Rowland Nagent	Cruising in Pacific
Handy	torpedo boat destroyer	275	6	4,000	Lieut. Commander G. Heathcote	Hongkong
Hart		275	6	4,000	LieutCommander Monroe	Weihaiwel
Janus		280	0	3,900	LieutCommander G. C. Heathcote	Hongkong
Kent de :		9,800	14	22,000	Uaptain G. U. A. Marescany	Welhalwei
King Alfred *	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Weihalwel
Kinsha * ,	river gunboat	. 616	4 1	1,200	Light-Commander T. I. S. Lyne	Yangtse
Morilo in and	surveying ship	1,070	6	1,400	Uaptain F. C. Learmonth	Jesselton
Monmouth	'amilean ret albee	~ 0	. 14	22,000	Captain G. W. Smith	Waihalmat
Moorhen		180	2	800	Lieut,-Commander G. P. Leith	
Nightingalo	-large Combands	· 85	3:	240	LieutCommander R. S. Roy	Yangtse
Otter	torpedo boat destroyer	350	. 6	6,300	Lieut-Commander B. I. Guy. v.c.	Welhaiwel
Robin	river gambout	85	" ≇ [240	LieutCommander J. White	West Disease
Sandniper	river gunboat	' 85	2	240	LieutCommander H. R. Tickell	West River
Solpe	river gunboat	85	3	340	Lient-Commander Alan Dixon	Yangtse
Tales	torpedo boat destroyer	150	16 1	6,500	Gunnar W. Revlow	Hongkong
Transact 40	receiving ship		8		Commodore H. Lvon	Hongkong
rr 1 . i . i	river emphant	180		800	LibutCommander H. R. Codfee	Yangtie
		710	ē	900	LieutCommander H. T. Attlay	Yangtse
Thistle	torpedo boat datroyer	355	اقا	6,300	Commander Stevenson	Weihalwei
Virago	en-aulto ship	620	4	450	_LleutCommander-H. P. Douglas	Singapore
Waterwitch	torpedo boat destroyer	360	7	5,900	LieutCommander C. A. Fromentie	Weibaiwel
Whiting				800	LieutCommander Jno. F. Knox	Vacare
Widgeon			3.	-	Lieut. Comdr. H. R.V. Cottrell Dormer.	Yangtsa
Woodcock	river gunboat	150	3	550	Lieut. Commander G. R. Livingstone	
Woodlark	EIAUL RADDON! *** . *** . ***	150	1	550	SHORT COMPANY OF THE PARTICIONS	Yangtse .
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* Flying Flag of Vice Admiral the Honourable Sir Hedworth Lambton, K.C.B.,

FRENCH MEN-OF-WAR ON THE CHINA STATION

NAME.	FLAG AND DESCRIPTION.	Tons.	Guns.	н. Р.	COMMANDING OFFICE	u,	LAST REPORTED
	gunboat Ist class armoured cruiser. river gunboat river gunboat	4,320 180 630 8,200 170 130	22 6 10 26 6 4	5,100 570 900 13,500 500 480	Lieut, de Linarès Capt. Thibault Lieut, de Maindreville Lieut. Puech	ee boo co.	Canton Shanghai Chefoo Upper Yangtze

Flagship of Rear-Admiral Perrin, Co	ommander-in-Chiei.				* - I
Vipère Gunboats. Lion Calonnette Couclier Boronade Climaterre Estoc armoured gunboat Alouette gunboat gunboat gunboat gunboat gunboat gunboat sub-marine destroyer sub-marine destroyer	475 500 170 140 141 200 1,830 506 70 70 70 70 70 70 70 70 70 70	I,700 Lient. 400 Common Capt. 500 Lient. 6,300 Common Comm	Bertrand	Salgon Halphong Salgon Salgon Salgon Salgon Salgon Salgon Salgon Halphong Salgon Salgon Salgon Salgon Salgon Salgon Salgon Hongay Salgon Salgon Hongay Salgon Salgon Salgon Salgon Salgon	
Vanban torpedo-depot		- Comm	ander Mortenol	Hongay Cap Saint-Jacqu	e i

(*) Flagship of Rear-Admiral Richard-Foy. Bearing and the black entants of jude Copie

SHARE QUOTATIONS.

Supplied by Messrs. E. S.	. Kadoorie	& Co.	Correcté	i to noon; later	alterations give	n under "Commercial Intelligence," pag	APPROXIMATE	
STUCKA	NO, OF	ALUR. PA	D. UP.	ESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	PRESENT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOTING QUOTATIONS.
HANKS. Hongkong & Shanghal Banking Corporation	1 20,000	5125	125	£1,500,000 } \$14,500,000 } \$250,000 }	\$2,006,234	Final of £2 and bonus of 5/-for 1908 @ ex 1/8]=\$26.024	42 %	{\$1,030 sa. & s. {London £95.5/-
National Bank of China, L.m. ed		£1	£6 \{	£4,000 }	\$10,223	\$2 (London 3/6) for 1903		\$65 buyers
MARINE INSURANCES.	10,000	\$250	\$50 {	\$1,560,000	none	\$14 for 1907	7t %	S195 sellers
		Lis	Es {	£125,000 } Tis. 150,000 }	Tis. 160,511	Interim of 7/6 for 1908	51 %	Tls, 120 sa. & b
North China Insurance Company, Limited	10,000	2.5		Tis. 308,747 Tis. 118,277 \$2,000,000		Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	3 2	\$840 seilers
Union insurance Society of Canton, Limited	19,400	\$250	Sico }	£90,000 \$193,248 £105,249 \$682,609	31,464,9 11	Interim of \$30 for 1908	4 1 . Sept. 20	
Yangtsie Insurance Association, Limited	19,000	. Sioo	\$60	\$1,000,000 \$254.475 \$199,264	\$7.07,617	\$12 and bonus \$3 for 1907	7t %	\$235
FIRE INSURANCES. China Fire Insurance Company, Limited		\$100	\$1a	\$1,000,000 \$438,66\$ \$13,803	\$375,341	\$6 and bonus \$2 for 190"		St 15 soilers S345 bayers
Hongkong Fire Insurance Company, Limited	8,000	\$250	550 526	\$1,418,173	\$268,711 \$1,035	Sr for 1906	••••	Sto sellers
China and Manila Steamship Company, Limited	20,000	\$15" \$50	\$50	\$7,000 \$264,638 } \$99,067 \$	Nil	at for year ending 30.6.1908	1	\$35 \$314 sellers
Hongkong, Canton & Macao Steamboat Co., Ld	80,000	\$15	Sig	\$250,000 \$617,500 \$119 267 \$22,645	\$21,-70	Interim of \$11 for account 909		i
Indo Ohina Steam Navigation Co., Ld. (Preferred) Do. do. (Deferred)		Ls	£s	/10,000 } /240,000 } /720,000 }	£13.755 £61.817	ex 1/9 11/16=\$3. 154	or }	73/- buyers
" Star " Ferry Company, Limited		\$10- \$10-	\$10 \$1	7 (00,000) (65,000) \$48,68	\$3,121	\$1.00 for year ending to.4, 1909	1 4 7	\$26 sa. and b. \$15% sales
		41						
China Sugar Refinion Company, Limited	20,000	\$100	\$100	\$3 °C 000 }	Dr. \$5,858			\$137 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100 Tls, \$ 0	\$100 Fls. 50	nona Tis. 100,000	Dr. \$135,833 Tis. 9,17	S3 for 1897		Tis. 295 sellers
Mentilla.	1		£1'		Cho ess	Slaterim of 1/6 (coupon No.12) for yo	ear } 7 %	Tis. 181 sales
Chinese Engineering and Mining Company, Ld R tub Adstrallan Gold Mining Company, Limited	150,000	ér ér	18/10	{	Dr. £2,191	} ending 29.2.09	*****	S8 _ellers
DOCKS, WHARVES & GODOWNS.		r u	*		F			512
Fanwick (Gao.) & Co., Limited		\$25	325	\$42,9 6	Dr. \$7,421			\$6o
Hongkong & Kowloon Wharf and Godown Co., Lo		550_	\$50 \$50	\$26,806 \$40,000 \$97,193	\$10,101	50 for rook		
Hongkong and Whampon Dock Company, Ld	55,700	\$50 Tis, 100		Tis. 1,000,000	Tis, 6,16	Final of Tls. 21 for year ending 33.4.09	Of /	
Shanghai and Hongkow Whati Company, Limited	36,000	l'is. roo	ris, too	Tis, 697,257 Tis, 50,000 Tis, 185,000	Tls. 22,818	Final of Tis. 6 making Tis 10 for 1928	6 1 7	
LANDS, HOTELS & BUILDINGS. Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls, 100	Tis. \$5,000		Tis. 6 for year ending 29.2.09 \$1.20 on old and 60 cents on first new	issue 51 /	\$17 Duyers
Wongkong Hotel Company, Limited	8,000	\$50} \$50}	\$15 \$10 \$25	\$1,000 \$648,975 \$13,912	524,641 529	Final of \$3 making \$5 for 1908		4-1-1
Hongkong Land Investment and Agency Uo., La.	150,000	210-	\$100	\$150,000 \$222,172 \$43,261	, 25,40	6 60 cents for 1908	01	% \$91 % \$30
Kowloon Land and Building Company, Limited Shanghal Land Investment Company, Limited	78,000	11s. 50	Fis. 50	Tis, 1,523,045 Tis, 300,000		Interim of Tis. 3 for account 909	61	
West Point Building Company, Limited	12,500	Sça	\$50	nons	\$1,96			
Ewo Cotton Spinning and Weaving Company, Ld			fis, 50 Sto	Tis, 150,000 Tis, 45,939 \$10,000	113, 0,01	50 cents for year ending 31.7.00	6	% S8 sellers
Company, Limited	10,000	Tis. 75	fis. 75		Tls, 8,37	Tis. 4 for 1908		Tis. 410 saics
Bey Chee Cotton Spinning Company, Limited	2,000	l'is, soc	Cis, goo	none T : 31,172	Tls. 4,8: Tls. 15,91	49 The co for 1000	***********	y Sol ex div.
Bell's Asbestos Hastern Agency, Limited	00.000	Sis	312	£40,000		31.10 01 1940	*******	% Si3 sales
China Light and Power Company, Limited Do. Do. special shares China Provident Loan & Mortgage Company, Ld	* 50,000	5 3:5	012		\$62,23 \$3,40	a cents for 1208		
Dalry Farm Company, Limited	40,000		\$6 Sro	\$10,000 \$8,000 \$13,000	S S	Final of 50 cents making 90 cents for	1908 10.	% Siz "
Hongkong Electric Company, Limited	. 12,000	\$10	\$10 \$10	\$5,000	\$5,19	\$1 and boous 20 cts, for year ending	29.2.09. 6	Sico callers
Hongkong Ice Company, Limited	5,000		\$25 \$10	\$150,000	\$7,6 \$8,7	Interim of \$1 for account 1909		70 Paradiana
picitatio in Langkat, Limited	25,000	Sto	G1, 100	\$20,000	1	(80 cents on fully paid shares and 8 cen	ts on 6	Stal sales Stal sales Stal Stal Stal Stal Stal Stal Stal Stal
Philippine Company, Limited	75,000		\$10	0000	Ps. 18,6	None	11	7 Tis, 146 sales
Shanghal-Sumatra Tobacco Company, Limited South China Morning Post, Limited			1	£ 111, 75,000	· " "	None		S23 sples
Bleam Laundry Company, Limited	20,000	8 5	\$ 5 \$ 5	none		36. 40 cents for year ending 31.5.08		% Str. sales
Unite i Asbestos Oriental Agency, Limited	10,000	\$10	54	\$35,000		Pinal of an explain for sook	1,5.0/)	% \$8} sellers
Watson, (A. S.) & Co., Limited				200100	53,	Final of to cis, making 80-cis, for	r_the }	54 sellers
Auglo-Malay Robber Company, Limited (fully p	aid). 46,50		£1 17/6	none	nons	30 %=6/-per share foryear 1908	•	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Do. do, (partly paid Balgownie Rabber Estate, Limited	20.0	3 Si	500	none	\$11,2 none none	None		S50 sales 1 £ 2.15/- 2 £ 2.12.6
Highland & Lowland Para, Rubber Co., (fully p. Do. do. (contributory) Kuala Lumpur Rubber Co., Limited	aid) . 181,45	8 7	1	28,78	d none	None		23.75
Linggi Plantations, Limited (ordinary) Do. do. (7% pref.)	10 3	20 2/- 10 £1	2/	7.4.00		60 % for year 1908		" {£1.29 {nominal {\$26}}
Ragalla Rubber Company, Limited (ordinary). Do. do. (8% prof.) Lodbury Rubber Estates Limited	23 5 1 23 5 1 2 1 6 7,00	00 \$10 00 \$10	\$10		\$6,7 none	122 15% for year ending 31.13.08		{ £3.7.6 £1.12.6
Do, do, (contribut	ту),,, —40 ос				24 .		\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.\.	
These shares are entitled to half of the profi	(S					43		
							-	
		9.53			J			

"Intimations."

COMPANIA GENERAL DE TABACOS

ESTABLISHED IN 1882. CAPITAL £3,000,000



SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

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ness, impurity, or other imperfection of the blood from whatever cause arising, and expelling the virus of disease,
system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease,
wheresoever and in whatsoever form met with; removing all blotches, fac. Its effects are almost magical in the
glandular swellings, discolorations, roughness and unsightly patches, fac. Its effects are almost magical in the
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